DEPARTMENT OF THE NAVY
COMMANDER MILITARY SEALIFT COMMAND
914 CHARLES MORRIS CT SE
WASHINGTON NAVY YARD DC 20398-5540

REFER TO:

COMSCINST 5090.5 CH-2
N7
28 September 2001

COMSC INSTRUCTION 5090.5 CHANGE TRANSMITTAL 2

Subj: SHIPBOARD OIL AND HAZARDOUS SUBSTANCES SPILL CONTINGENCY PLAN

Encl: (1) New pages 1-5 thru 1-6 and B-1 thru B-16

1. Purpose. To update Table 1 which identifies MSC ships covered by this Shipboard Oil Pollution Emergency Plan and to update Oil Spill Response telephone contacts and areas of responsibility.

2. Organizational Change. The Special Assistant for Environmental Protection (N00EP) was reorganized. The new title and code is Environmental Manager (N731). Please note this change wherever the old code N00EP is shown throughout this instruction.

3. Action. Remove pages 1-5 thru 1-6 and B-1 thru B-16 and replace with enclosure (1) as appropriate.

//S//
D. L. BREWER III

Distribution:
COMSCINST 5215.5
List I (Case A, B, C)
SNDL 41B (MSC Area Commanders) (5)
41C (NFAF East/West) (5)
T-100 (Masters, civil service manned ships)
T-102 (Masters & operators, contract-operated FSS)
T-103 (Masters & operators, contract-operated TAGOS)
T-104 (Masters & operators, MPS)
T-105 (Masters & operators, contract-operated LMSRs)
T-106 (Masters & operators, contract-operated Prepo)
T-107 (Masters, civil service Fast Combat Support Ships)

MSC time-chartered, voyage-chartered ships
Copy to:
SNDL 41D (MSC Offices)
41E (APMC)
41L (COMPSRONs)
41M (MSC TAGOS Project Office & Det)
CNO (N45)
COMNAVSEASYSCOM (N5V, OOC)
NEESA
Navy on Scene Coordinator
MARAD (700, 721, 742)
SUPSALV
USCG HQ (G-MEP-6)
USTRANSCOM TCJ3/4

DEPARTMENT OF THE NAVY
COMMANDER MILITARY SEALIFT COMMAND
914 CHARLES MORRIS CT SE
WASHINGTON NAVY YARD DC 20398-5540

REFER TO:

COMSCINST 5090.5 CH-1
N00EP
18 June 1999

COMSC INSTRUCTION 5090.5 CHANGE TRANSMITTAL 1

Subj: SHIPBOARD OIL AND HAZARDOUS SUBSTANCES SPILL CONTINGENCY PLAN

Encl: (1) New pages 1, 1-7 thru 1-10, Appendix F

1. Purpose. To reflect SECNAVINST 5090.7 *(Subj: Access to Ships and Shore Facilities, and Release of Information Regarding Navy Oil Spills)* requirements regarding access to ships and shore facilities and release of information regarding Navy oil spills. Also, to update the Oil and Hazardous Substance (OHS) spill kit.

2. Action. Remove pages 1, 1-7 thru 1-12 and Appendix F from the basic instruction. Insert enclosure (1).

/S/
JOHN J. BEPKO III
Deputy Commander

Distribution:
COMSCINST 5000.19
List I (Case A, B, C)
SNDL 41B (MSC Area Commanders) (5)
41C (NFAF East/West) (5)
T-100 (Masters, civil service manned ships)
T-102 (Masters & operators, contract-operated FSS)
T-103 (Masters & operators, contract-operated TAGOS)
T-104 (Masters & operators, MPS)
T-105 (Masters & operators, contract-operated LMSRs)
MSC time-chartered, voyage-chartered ships

Copy to:
SNDL 41D (MSC Offices)
41E(APMC)
41G (MSC Det Surge)
41L(COMPSRONs)
41M (MSC TAGOS Project Office & Det)
CNO (N45)
COMNAVSEASYSCOM (N5V, OOC)
NEESA
Navy on Scene Coordinator
MARAD (700, 721, 742)
SUPSALV
USCG HQ (G-MEP-6)
USTRANSCOM TCJ3/4

DEPARTMENT OF THE NAVY
COMMANDER MILITARY SEALIFT COMMAND
WASHINGTON NAVY YARD BLDG 210
901 M STREET SE
WASHINGTON DC 20398-5540

CH-1 of 18 June 1999

COMSCINST 5090.5
N00EP
10 August 1998

COMSC INSTRUCTION 5090.5

Subj: SHIPBOARD OIL AND HAZARDOUS SUBSTANCES SPILL CONTINGENCY PLAN

Ref: (a) OPNAVINST 5090.1B
(b) COMSCINST 5090.1B
(c) 33 CFR Part 155; Vessel Response Plans
(d) Oil Pollution Act of 1990 (OPA-90) (NOTAL)
(e) Regulation 26 of Annex I, MARPOL 73/78 (NOTAL)
(f) COMSCINST 5090.4A
(g) SECNAVINST 5090.7 (A

Encl: (1) Shipboard Oil and Hazardous Substances Spill Contingency Plan (SOHSCP)

1. Purpose. To provide a spill contingency plan for Military Sealift Command (MSC) vessels as required by references (a) through (e).

2. Scope

a. Public Vessels. This instruction applies to all USNS oilers and MSC vessels carrying oil as a secondary cargo and to all Ready Reserve Force (RRF) tank vessels when under the operational control of MSC.

b. Private Vessels. Privately owned tankers are required to develop similar spill response plans by federal and international regulations. Such vessels shall observe their respective vessel response plans in the event of any of the contingencies described herein. Nothing herein should be construed to supersede or otherwise to supplant the contractual obligations of a vessel owner, operator or Master under relevant charter party provisions.

3. Discussion

a. U. S. Navy policy requires MSC to manage its activities in a manner to preserve the environment and natural resources. This requirement impacts MSC operations worldwide. In recognition of environmental responsibilities, enclosure (1) has been prepared to ensure that a prompt response is provided to any oil spill or hazardous substance release from an MSC vessel wherever they may operate. The SOHSCP is consistent with U. S. Coast Guard (USCG) requirements for commercial tanker operators pursuant to reference (d), and relies primarily on the Navy's worldwide spill response system for the prompt removal of any spilled oil or hazardous substances from the marine environment.

b. The plan describes the mutli-tiered, worldwide, Navy On-Scene Coordinator (NOSC) response organization and includes notification points of contact for MSC personnel, NOSCs and national coordination points of contact for foreign countries.

4. Policy. Protection of the environment and natural resources is a priority concern at MSC. MSC will strive to meet both the letter and spirit of laws and regulations enacted to accomplish that purpose. All MSC vessels, and all RRF ships under the operational control of MSC, will comply with the requirements of this plan. Contract-operated ships will comply with their own vessel response plans as provided by contract.

5. Action

a. Commander, Military Sealift Command (N00EP) shall:

(1) In coordination with N3/5, manage, coordinate and administer the MSC Afloat Oil-Hazardous Substance Spill Drill Program, as detailed in reference (f).

(2) Advise the Commander and subordinate commanders on spill response and contingency planning matters.

(3) Provide routine reports to the Chief of Naval Operations as required on program costs and effectiveness.

(4) Provide oversight of Program Manager's spill preparedness.

(5) Provide updates to the point of contact list every 6 months.

b. MSC Program Managers shall:

(1) Implement the MSC Afloat Oil-Hazardous Substance Spill Drill Program as detailed in reference (f).

(2) Participate in periodic OHS spill command post exercises in coordination with Area Commanders and COMSC by drill requirements of enclosure (1), Section 5.

(3) Ensure monitoring of spill response requirements during command inspections and quality assurance inspections.

(4) Maintain a copy of this instruction in all ashore watch offices.

c. Masters shall:

(1) Ensure compliance with spill reporting requirements detailed in enclosure (1). All spills must be reported.

(2) Conduct periodic OHS spill training drills per enclosure (1). Drills shall be reported on the monthly Training and Drill Report and logged in the ship's log.

(3) Take immediate action to contain, control and mitigate OHS spills.

(4) Maintain an OHS Spill Containment and Clean-up Kit per enclosure (1).

(5) Maintain a copy of this instruction on the bridge.

(6) Ensure that the Shipboard Pollution Control Regulation (MSC 5090/4) (10/97) is posted in conspicuous locations aboard the ship. A pocket-sized version of OHS Spill Notification (MSC 5090/3)(10/97) is available for distribution to all crewmembers.

6. Forms. Copies of MSC 5090/3 and MSC 5090/4 are available from COMSC (N0021).

7. Reports. The reporting requirements prescribed in enclosure (1) are assigned report control symbols OPNAV 5090-2 and OPNAV 5090-3 and approved for 3 years from date of this instruction.

/S/
JOHN J. BEPKO III
Deputy Commander

Distribution:
(See page 4)

COMSCINST 5090.5
10 August 1998

Distribution:
COMSCINST 5000.19
List I (Case A, B, C)
SNDL 41B (MSC Area Commanders) (5)
41C (NFAF East/West) (5)
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COMNAVSEASYSCOM (N5V, OOC)
NEESA
Navy on Scene Coordinator
MARAD (700, 721, 742)
SUPSALV
USCG HQ (G-MEP-6)

USTRANSCOM TCJ3/4

IF YOU HAVE A SPILL

1. GO TO APPENDIX A AND CONSULT THE NOTIFICATION CHECKLIST. Telephone numbers not found on the Telephone Log are provided in Appendix B.

Notification by voice:

Whenever possible, notification to the National Response Center should be by voice. Other parties that may be involved in the response to the incident will also appreciate a "heads up" telephone call prior to the OHS spill report. Those parties not notified by voice should receive a copy of the OHS Spill Report.

If the incident warrants voice notification of MSC HEADQUARTERS (a major spill), be prepared to provide the who, what, when, where and why of the situation to the Command Control Center Duty Officer so that he/she may then take the necessary steps to notify additional parties in the chain of command and to get help on the way.

2. SELECT THE APPROPRIATE EMERGENCY PROCEDURES CHECKLIST (ALSO IN APPENDIX A) AND ENSURE THAT ALL ITEMS ON THE CHECKLIST ARE ADDRESSED. These checklists do not replace the Damage Control Manual or other emergency procedures developed for each ship. They are a condensed list of major items that should not be overlooked.

3. Prepare an OHS spill report (pg A-5) to notify all parties.

MILITARY SEALIFT COMMAND
TANK VESSEL
OIL AND HAZARDOUS SUBSTANCES SPILL
CONTINGENCY PLAN

TABLE OF CONTENTS

SECTION 1

GENERAL INFORMATION

1. **Background**. All vessels covered by this plan are public vessels of the United States of America, operated by the U. S. Navy's Military Sealift Command (MSC). The vessels are listed in Table 1. This list includes all MSC tankers and vessels meeting the U. S. Coast Guard's criteria for "vessels carrying oil as a secondary cargo." This plan contains procedures for reporting, containment, control, recovery and disposal of spills of oil and hazardous substances (OHS) and contact information for fleet and shoreside Navy On Scene Coordinators (NOSCs). The NOSC is the Navy official pre-designated to coordinate Navy OHS pollution contingency planning and direct pollution response efforts for a pre-assigned area. The NOSC acts as the incident commander for all spills outside the area of responsibility assigned to Facility Incident Commanders (FICs), and for spills that exceed the capabilities of the FICs. Chapter 4 describes the Shore Based Response Organization in more detail.

a. This plan was developed to ensure the highest level of protection to the environment, public health and welfare of the United States and other areas throughout the world in which the Navy operates. Though public vessels are exempt from many of the environmental protection regulations that affect commercial (i.e., non-public) vessels, the Navy and MSC choose voluntarily to meet or exceed these requirements within the constraints of MSC's mission to provide sea transportation of equipment and supplies to support U. S. forces around the world. The Navy Oil and Hazardous Substance contingency planning program is designed to meet or exceed federal and foreign response planning requirements. This program is built on a series of plans starting with ship's individual plans, shore and fleet command plans and regional and area plans.

b. This plan was developed to provide a level of environmental protection consistent with the requirements of the following:

(1) 33 CFR Part 155 Vessel Response Plans

(2) Oil Pollution Act of 1990 (OPA-90)

(3) Federal Water Pollution Control Act (FWPCA) of 1973 as amended

(4) Regulation 26 of ANNEX I, MARPOL 73/78

(5) International Maritime Organization, IMO MEPC 32/20 Annex 4; Guidelines for the Development of Shipboard Oil Pollution Emergency Plans

(6) OPNAVINST 5090.1B, Environmental and Natural Resources Program Manual

c. The assumption must be made that there will be local political and press interest following a significant OHS spill. Your chain of command needs to be able to respond in an informed manner to inquiries. In addition, the Federal Waterways Pollution Control Act of 1973, as amended, requires reporting of all spills that cause a visible sheen on or visible emulsion or sludge below the surface of the water. **All OHS spills into the water occurring within the limits of the Exclusive Economic Zone (EEZ) of the United States must be reported to the National Response Center (NRC)**. Compliance with the letter and spirit of the law is MSC policy.

In the event of an oil/hazardous substance spill,
it must be reported immediately!

d. This plan provides guidance for spill notification and response, and lists points of contact for all coastal States (as compiled by the International Maritime Organization (IMO)) and USCG Captain of the Port (COTP) Zones. Key organizations requiring notification and/or providing response services/assistance are described below.

(1) The **NRC** is a joint Coast Guard and the Environmental Protection Agency (EPA) command center that will notify the appropriate local EPA and Coast Guard offices of OHS spills reported in U. S. waters. Notifying the NRC and appropriate spill responders meets the reporting requirements of 33 CFR 153.

(2) Hazardous material spill response information may be obtained on a 24-hour basis from the **Chemical Transportation Emergency Center (CHEMTREC)** at 1-800-424-9300. NRC can establish a three-way telephone connection between a caller, NRC and CHEMTREC.

(3) **USCG National Strike Force** - The National Strike Force (NSF) assists Federal On Scene Coordinators (FOSCs) in preparing for and responding to oil and hazardous material spills as directed by the National Oil and Hazardous Substance Pollution Contingency Plan. The Strike Force consists of three Strike Teams and the National Strike Force Coordinating Center. The Strike Teams can rapidly deploy with specialized equipment to assist the FOSC.

(4) **U. S. Navy Supervisor of Salvage and Diving (SUPSALV)** - SUPSALV assists the NOSCs in a manner similar to the National Strike Force support provided to the FOSC. SUPSALV can provide personnel and equipment for oil and hazardous materials spill response, salvage operations, diving and ocean engineering.

(5) **Regional Environmental Coordinators (REC) -** Individuals who represent Senior Navy Commanders for environmental matters within a region. RECs can provide information on contingency planning requirements for the region. The REC is usually the NOSC for the region.

e. **If an incident occurs in U. S. waters**, a report must be made to the U. S. Coast Guard NRC, the relevant MSC command, the cognizant NOSC and state authorities (see Appendix A - Notification List). An incident can be a spill or a situation that creates a threat of a spill. The NRC will initiate a series of notifications to local Coast Guard commands and other parties. The local COTP should receive notification from both the spiller and the NRC. This is a deliberate check in the system to ensure that local authorities find out about a spill quickly. Boundaries of the COTP zones and Coast Guard districts are found in 33 CFR Part 3 and are repeated in the Coast Pilots. A diagram showing the approximate COTP Zone boundaries appears in Appendix B. EPA zones and phone numbers are found in 33 CFR 153, Subpart B, Table 1.

f. **If an incident occurs in international or foreign territorial waters** the provisions of IMO Resolution A 648 (16) and OPNAVINST 5090.1B, require immediate reporting of the incident to relevant parties within the Navy and MSC, and to any nation that may be affected by the spill (see Appendix A - Notification List).

g. Response to OHS incidents from vessels that are under time or voyage charters to MSC (non-public vessels**)** is the responsibility of the vessel owner or operator under the relevant chartering contract. OHS incidents involving these vessels will be reported to COMSC and the NOSC. The Navy and MSC will monitor any such incidents to safeguard the interests of the United States and the Navy.

h. **DO NOT DELAY** transmission of initial reports while gathering information. Updated reports can be transmitted later as more information is obtained**. Remember: The more information you can provide in a timely manner, the better outside agencies will be able to assist in the containment and removal of the spill. The more you understand of what is expected, the better information you can provide. Appendices H and I outline some of the information you can be expected to provide.**

i. The ship's force is responsible for containment and clean up of spills that are confined to the ship's deck. If the incident exceeds the limited clean-up capability of the ship's force, the FIC or NOSC will generally assume direction of the spill clean-up activities outside of the ship. The Master will remain in command of activities on the ship, and will provide assistance to the FIC/NOSC as required. Though some MSC ships are equipped to provide limited on water cleanup capabilities; the ship's crew will

generally not be involved in extensive on-water spill recovery efforts. FICs and NOSCs in each area are responsible for maintaining a spill contingency plan, establishing liaison with other agencies and providing spill response resources. The above plans are maintained by supporting shore staff including COMSC Operations (N3/5) but are not maintained aboard each MSC ship.

j. For spills that exceed the response capabilities of the FIC or NOSC, the Naval Sea Systems Command (NAVSEA (00C)) provides additional support with the equipment and personnel of SUPSALV. Maps showing the approximate boundaries of the areas of responsibility for various NOSCs appear in Appendix B. MSC will be required to assist the FIC or NOSC by providing financial and accounting data as necessary to properly fund the response operations, and by providing a technical advisor familiar with the specific ship and cargo. Section 4 discusses the shore-based response activities.

Table 1

T-AO FLEET OILERS			
Vessel Name	**Country of Registry**	**Call Sign**	**Official Number**
USNS Big Horn (T-AO 198)	United States of America	NBIG	CG026935
USNS Guadalupe (T-AO 200)	United States of America	NLUP	CG026937
USNS Henry J. Kaiser (T-AO 187)	United States of America	NHSK	CG5203
USNS John Ericsson (T-AO 194)	United States of America	NNJE	CG013384
USNS John Lenthall (T-AO 189)	United States of America	NJLN	CG005356
USNS Joshua Humphreys (T-AO 188)	United States of America	NNJH	CG005352
USNS Kanawha (T-AO 196)	United States of America	NPTD	CG013386
USNS Laramie (T-AO 203)	United States of America	NLAR	CG026939
USNS Leroy Grumman (T-AO 195)	United States of America	NNJG	CG013385
USNS Patuxent (T-AO 201)	United States of America	NPCZ	CG026938
USNS Pecos (T-AO 197)	United States of America	NPEC	CG013388
USNS Rappahannock (T-AO 204)	United States of America	NRAP	CG026940
USNS Tippecanoe (T-AO 199)	United States of America	NTIP	CG026936
USNS Walter S. Diehl (T-AO 193)	United States of America	NWSD	CG013382
USNS Yukon (T-AO 202)	United States of America	NYUK	CG027202
T-AFS COMBAT STORES SHIPS **These vessels can transfer part of their fuel as cargo and are thus considered vessels carrying oil as a secondary cargo.**			
Vessel Name	**Country of Registry**	**Call Sign**	**Official Number**
USNS Concord (T-AFS 5)	United States of America	NACK	
USNS Niagara Falls (T-AFS 3)	United States of America	NEXJ	
USNS San Jose (T-AFS 7)	United States of America	NIBV	
USNS Saturn (T-AFS 10)	United States of America	NADH	
USNS Sirius (T-AFS 8)	United States of America	NPGA	
USNS Spica (T-AFS 9)	United States of America	NMJG	

Table 1 *(Cont'd)*

T-AE FLEET AMMUNITION SHIPS **These vessels can transfer part of their fuel as cargo and are thus considered vessels carrying oil as a secondary cargo.**			
Vessel Name	**Country of Registry**	**Call Sign**	**Official Number**
USNS Butte (T-AE-27)	United States of America	NWUO	
USNS Flint (T-AE-32)	United States of America	NFPW	
USNS Kiska (T-AE-35)	United States of America	NMFC	
USNS Mount Baker (T-AE-34)	United States of America	NZHN	
USNS Mount Hood (T-AE-29)	United States of America	TBD	
USNS Santa Barbara (T-AE-28)	United States of America	NDXU	
USNS Shasta (T-AE-33)	United States of America	NRNC	
USNS Kilauea (T-AE-26)	United States of America	NSHI	
T-AOE FAST COMBAT SUPPORT SHIP			
Vessel Name	**Country of Registry**	**Call Sign**	**Official Number**
USNS Supply (T-AOE 6)	United States of America	NACO	

FSS FLEET			
Vessel Name	**Country of Registry**	**Call Sign**	**Official Number**
USNS Algol (T-AKR 287)	United States of America	NAMW	CG003320
USNS Altair (T-AKR 291)	United States of America	NRZA	D550722
USNS Antares (T-AKR 294)	United States of America	NPEJ	D542200
USNS Bellatrix (T-AKR 288)	United States of America	NHLL	CG002549
USNS Capella (T-AKR 293)	United States of America	NBXO	L7223508
USNS Denebola (T-AKR 289)	United States of America	NDSP	CG003492
USNS Pollus (T-AKR 290)	United States of America	NMVG	D550721
USNS Regulus (T-AKR 292)	United States of America	NLWA	CG003156
T-ATF FLEET			
Vessel Name	**Country of Registry**	**Call Sign**	**Official Number**
USNS Narragansett (T-ATF 167)	United States of America	NVBK	
USNS Catawba (T-ATF 168)	United States of America	NCDS	
USNS Navajo (T-ATF 169)	United States of America	NOYK	
USNS Mohawk (T-ATF 170)	United States of America	NCRP	
USNS Sioux (T-ATF 171)	United States of America	NJOV	
USNS Apache (T-ATF 172)	United States of America	NIGP	

2. **Relevant Terms and Definitions**. The U. S. Coast Guard and the EPA have established certain terms that are relevant to OHS spill response planning and operations. The following definitions summarize the more detailed definitions found in the regulations. The applicable regulations should be consulted for more specific legal definitions of these terms (see 40 CFR Part 300 and 33 CFR Part 155).

a. **Captain of the Port Zone**: A zone specified by 33 CFR part 3, and for coastal ports, the seaward extension of that zone to the outer boundary of the exclusive economic zone (EEZ).

b. **Discharge/Release**

(1) **Discharge (oil)**: Any spilling, leaking, pumping, pouring, emitting, emptying or dumping of oil, unless the discharge is allowable by permit.

R) (2) **Release (hazardous substances)**: Any spilling, leaking, pumping, pouring, emitting, emptying, discharging, injecting, escaping, leaching, dumping or disposing of hazardous substances into the environment. This includes abandonment of barrels, or other containers containing any hazardous substance or pollutant or contaminant.

c. **Exclusive Economic Zone (EEZ)**: A zone extending to a distance of 200 nautical miles from the baseline from which the breadth of the territorial sea is measured. The seaward limit of the EEZ is shown on nautical charts as a line interspersed periodically with EXCLUSIVE ECONOMIC ZONE.

d. **Federal On-Scene Coordinator (FOSC)**: The federal official pre-designated by the EPA or the USCG to coordinate and direct spill response and removal actions. The FOSC has the ultimate responsibility for the cleanup of a spill. The FOSC for oil spills in U. S. waters is either the EPA (for inland spills) or the USCG. The FOSC has statutory authority and extensive resources to assume control of the spill response effort if the spiller's actions are considered inadequate or ineffective. The NOSC is the FOSC for all Navy hazardous substance releases.

e. **Navy On Scene Coordinator**: The NOSC is the designated commander responsible for OHS contingency planning in a given area. The NOSC directs spill response efforts for spills from U. S. Navy ships and facilities. For HS spills from Navy ships, the NOSC is also the designated FOSC.

f. **Non-persistent or Group I oils**: The U. S. Coast Guard has established categories for oil and oil products according to the distillation characteristics of the product. The DFM, JP-5 and other distilled products carried as cargo by MSC ships are generally classified as Group I or Non-persistent oils. That is, they readily evaporate or are otherwise lost to the environment. Response resource requirements are therefore less onerous for carriers of non-persistent oils than for carriers of crude oil, for example.

g. **Operating Environment and Geographic Areas**: Areas where the vessel may be expected to operate. The spill response planning calculations take into account the operating environment in determining how much of the spilled oil is likely to be lost to the environment (i.e., evaporation, dilution, etc.), how much may be recoverable and what time limits are allowable for the arrival of response resources to the area (see Response Resource Calculation Tables in Appendix B). The U. S. Coast Guard has established the following zones for spill response planning purposes:

(1) **Inland Area** - Generally the area extending shoreward of the territorial sea base line.

(2) **Nearshore Area** - Generally from the territorial sea baseline extending seaward 12 miles.

(3) **Offshore Area** - From 12 miles to 50 miles offshore from the territorial sea baseline.

(4) **Open Ocean Area** - From the seaward limit of the offshore area to the limit of the EEZ.

(5) **Rivers and Canals** - Bodies of water confined within the inland area, including the Intracoastal Waterways, and other waterways artificially created for navigation having a project depth of 12 feet or less

(6) **Great Lakes** - The waters of the Great Lakes, their connecting and tributary rivers, the Saint Lawrence River as far as Saint Regis and adjacent port areas.

(7) **Higher Volume Port Areas** - Fourteen U. S. port areas (i.e., Boston, New York, Delaware Bay, Pascagoula, parts of the Mississippi River, Lake Charles, San Francisco, LA/Long Beach, St.Croix, Galveston Bay and Houston Ship Channel, Corpus Christi, Sabine-Neches River, Strait of Juan de Fuca and Puget Sound, Prince William Sound), whose high volume of tanker traffic warrants faster response times for spill response resources.

h. **Qualified Individual**: A shore-based representative of the vessel owner or operator, available on a 24-hour basis with full authority to activate and engage in contracting with oil spill removal organization(s) and other response resources identified in the plan. The Qualified Individual (QI) acts as a liaison with the FOSC. The pre-designated NOSC acts as the QI (see Section 4 for a discussion of shore based response activities).

i. **Spill Volumes**: The U. S. Coast Guard has established three spill volume categories for spill response planning purposes:

(1) **Average Most Probable Discharge**: A discharge of 50 barrels occurring during transfer operations.

(2) **Maximum Most Probable Discharge**: A discharge of :

(a) 2,500 barrels (105,000 gallons) for ships with a total cargo capacity over 25,000 barrels, or

(b) 10% of ships' total cargo capacity for ships of less than 25,000 barrels.

(3) **Worst Case Discharge**. A discharge in adverse weather conditions of a vessel's entire oil cargo.

j. **SUPSALV**: The U. S. Navy's Office of the SUPSALV maintains stockpiles of spill response equipment at sites around the world for response to spills from Navy vessels. SUPSALV also provides spill management assistance.

R) 3. **Public Affairs Guidance**

a. If a spill or other significant event occurs, media interest should be expected. News organizations often monitor police, fire and Coast Guard radio frequencies.

b. Reporters may arrive on scene before the NOSC/FIC or the local Navy Public Affairs Officer (PAO) arrives. Responsibility for responding to the media lies with the NOSC and/or PAO after they arrive. (Reference (g) refers.)

c. The required MSC OHS spill message format should provide most of the data required to make an initial public affairs assessment to develop a public affairs strategy and the need for a Command Information Bureau (CIB). Basic information to determine the scope of the public affairs efforts should include:

(1) Type of liquid spilled; approximate gallons lost, if known

(2) Origin of the spill

(3) Extent of the spill; area covered, if known

(4) Distance to the nearest shoreline

(5) How much additional oil is at risk of spilling

(6) Once temporary repairs are complete, the likelihood of recurrence

(7) How long until the spill can be contained, if such assessment can be made

(8) Impact on the MSC mission

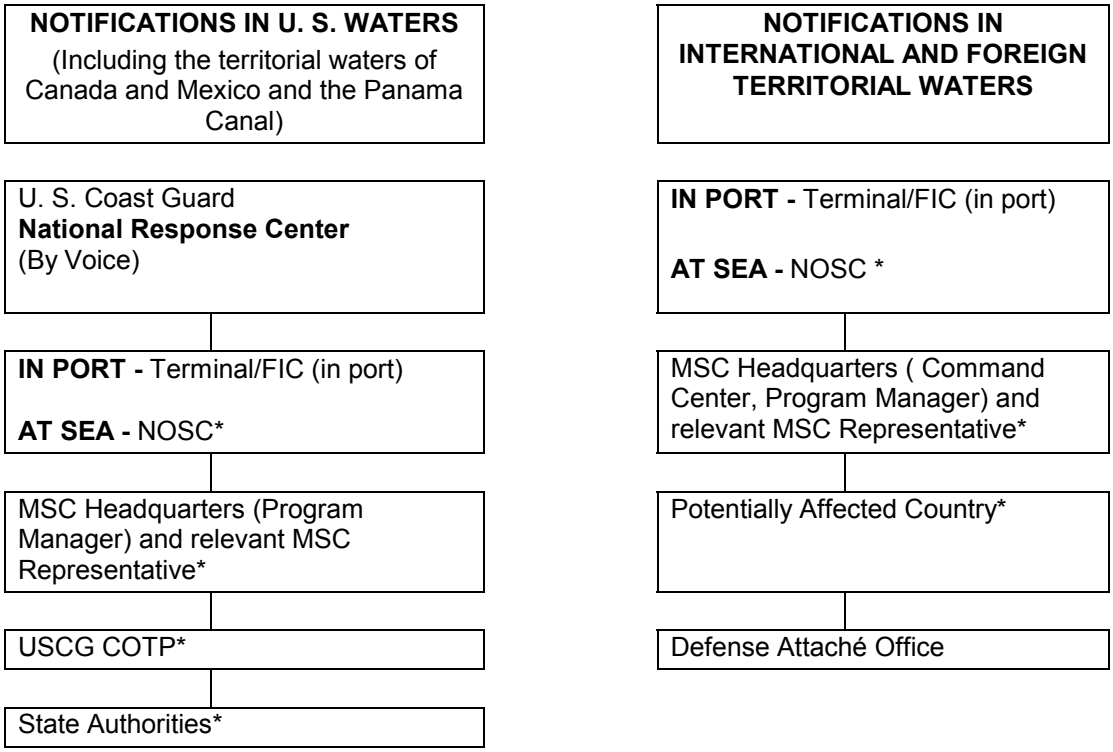
d. The Master should be prepared to refer media representatives to the NOSC:

e. All requests for access to ships and for release of information regarding Navy oil spills is soveigned by references (a) and (g). Reference (g) should be consulted when such issues arise.

SECTION 2

OIL AND HAZARDOUS SUBSTANCE (OHS) SPILL/DISCHARGE REPORTING PROCEDURES

OHS SPILL NOTIFICATION CHART



* See Appendix B for Contact List.

Except for the USCG National Response Center, notifications may be made via message for minor spills.

1. Masters of MSC ships shall immediately report any OHS discharge or threat of discharge from any source impacting U. S. waters (including Alaska, Hawaii, Puerto Rico and the U. S. Virgin Islands) as well as the territorial waters of Canada, Mexico and the Panama Canal by voice communications to the Duty Officer, NRC at 800-424-8802 or 202-267-2675. This includes reporting spills observed from other vessels.

2. Additionally, all spills or threat of spills in U. S. waters shall be reported immediately by voice communications to the following parties:

- the terminal/port authority/FIC (in port)
- the NOSC (at sea) ,
- the applicable MSC command/office/representative and,
- the Captain of the Port (COTP) (in U. S. waters) as listed in Appendix B

3. The voice communication report will be followed by a confirming OHS spill report by message properly formatted for oil or HS (see Appendix A). The Telephone Log provided in Appendix A shall be used for tracking purposes.

4. For spills in international or foreign territorial waters, the Master is required to report the incident without delay, to the nearest country that may be affected. Additionally, the appropriate U. S. Defense Attaché Officer (USDAO) will be notified by message.

5. A spill report must be made by the ship whenever an incident involves:

a. A discharge, or potential discharge, resulting from damage to the ship or its equipment, or for the purpose of securing the safety of the ship or saving life at sea; or

b. A discharge in excess of the quantity or instantaneous rate permitted under the present conventions (33 CFR 151.10 Oily water separator discharge must not exceed 100 ppm of oil when operating more than 12 nautical miles from the nearest land, or 15 ppm when within 12 nautical miles.).

6. The requirement to report applies even when no actual spill has occurred, but there is a probability that one could. In judging whether there is such a probability and whether a report should be made, the following factors should be considered:

a. The nature of the damage, failure or breakdown of the ship, machinery or equipment;

b. Ship location and proximity to land or other navigational hazards;

c. Weather, tide, current and sea state; and

d. Traffic density.

7. Probable discharge reports should, for example, be made in cases of:

a. Damage, failure or breakdown that affects the safety of the ship, such as a collision, grounding, fire, explosion or structural failure; or

b. Failure or breakdown of machinery or equipment that results in impairment of safe navigation, such as failure or breakdown of steering gear, propulsion plant or electrical generating systems.

8. **Special Incident Reports**. Environmentally catastrophic spills (worldwide) that may result in significant media interest or geopolitical implications shall be reported immediately to the cognizant NOSC by voice communication and confirmed via message using the OPREP-3 format which provides immediate notification of the event to the highest levels of military command authorities. (See Appendix A - Notification List).

a. **Voice Reports**. The initial voice report shall be assigned FLASH precedence and shall be submitted no later than 5 minutes after knowledge of the incident. Ships at sea should report via the most rapid means available including the appropriate FLTSEVOCOM if so equipped. The voice report shall be followed within 20 minutes of the incident by an initial IMMEDIATE (for NAVY BLUE) or FLASH (for PINNACLE) record message. All follow-up amplifying voice and record messages will normally be IMMEDIATE or lower precedence. The message should provide a clear idea of the problem and actions taken. For example:

RMKS/APPROXIMATELY 15,000 GALLONS DFM SPILLED INTO RIVER FROM USNS NEVERSPILL (T-A0 66) DUE TO OVERFLOW OF SURGE TANK DURING REFUELING. SPILL MOSTLY CONTAINED WITHIN OIL BOOM. SOME OIL DRIFTING DOWN RIVER. LARGE SLICK. USING OIL SPILL CONTAINMENT KIT TO COLLECT OIL ON DECK. USN/USCG OIL SPILL RESPONSE TEAM ENROUTE TO ASSIST IN CLEANUP. NRC, MSO HAMPTON ROADS, NOSC NOTIFIED.//

(1) MSC ships under the operational control of a FLTCINC will submit the initial voice report to the Fleet Command Center (FCC). Telephone numbers are provided in Appendix B - Contact List.

(2) MSC ships not assigned to a FLTCINC will report to the Chief of Naval Operations at the National Command Center (NCC). Telephone numbers are provided in Appendix B - Contact List.

(3) Ships unable to reach either the FCC or the NCC will call the National Military Command Center (NMCC). Telephone numbers are provided in Appendix B - Contact List.

b. **OPREP-3 NAVY BLUE**. The OPREP-3 NAVY BLUE will be used to report serious spills which are of high level Navy but not necessarily of wide interest outside the Navy. The report will provide CNO and other naval commanders with immediate notification of incidents of military, political or press interest. Information addees should include USTRANSCOM, and Naval Fleet Auxiliary Force Program Manager, Sealift Program Manager, as appropriate.

c. **OPREP-3 PINNACLE**. The OPREP-3 PINNACLE report shall be used to report disastrous spills which are of national interest (e.g., the 1989 Prince William Sound spill). This report provides the National Command Authorities and cognizant naval commanders with immediate notification of any incident or event where national (vice high level Navy) interest is indicated. Information addees should include USTRANSCOM, and Naval Fleet Auxiliary Force Program Manager, Sealift Program Manager, as appropriate.

9. MSC Headquarters and the Area Commanders will receive a copy of all spill reports made by MSC ships. If the report is an OPREP-3 report, indicating a serious spill, the MSC Headquarters Command Duty Officer (CDO) will notify the members of MSC's Command Assistance Team and the following personnel (see page 4-1):

a. Commander, Military Sealift Command

b. Fleet Commander (CINCPAC, CINCLANT, CINCUSNAVEUR), as applicable

c. Appropriate Program Manager

d. USCG NRC (for spills in U. S. waters) at (800) 424-8802. This is in addition to the notification provided by the vessel.

SECTION 3

SHIPBOARD SPILL MITIGATION PROCEDURES

Ref: (a) COMSCINST 4110.1B
(b) NSTM 593 (Pollution Control)
(c) OPNAVINST 5100.19C
(d) OPNAVINST 5090.1B
(e) Hazardous Material Control and Management, Hazardous Material Information System, HMIS (CD-ROM publication)
(f) OPNAVINST 4740.2F
(g) NAVSEAINST 4740.8A
(h) COMSCINST 3121.9
(i) COMSCINST 5420.2F

1. Upon receiving report of a spill, the Master will establish a Command Post on the bridge. The Officer in Charge, Military Department (OICMILDEPT) will assist the Master in all voice and message reports and updates. The First Officer (On Scene Leader (OSL)) will keep the Command Post updated as frequently as possible. Response action checklists are provided in Appendix A for operational incidents involving:

a. Transfer system discharge

b. Tank overflow

c. Hull leakage

2. The "Casualties and Emergencies" checklists in Appendix A contain initial response actions for the crew in the event of casualties or emergencies. The checklists correspond to incident categories established by the USCG in 33 CFR 155 (Vessel Response Plan regulation) **and are not intended to replace MSC Damage Control procedures** for these types of casualties. Masters are encouraged to modify the checklists as necessary to ensure applicability to their particular ship. Responsibilities are listed by job title and address the following:

a. Grounding and Collision

b. Fire/Explosion

c. Hull Failure

d. Excessive List

e. Equipment Failure

f. Stress and Stability Assessment

g. Emergency Cargo Transfer

h. Towing and Salvage

i. Recordkeeping and Sampling

3. **Organization**. The Master is in command of the ship and is at all times responsible for the safety and welfare of the crew, cargo and ship. The First Officer is designated as the Ship Spill Response Officer/OSL and is responsible to the Master for training crewmembers on prevention, containment and recovery of spills and directing containment and recovery actions in the event of a spill.

a. **Command Post**. Upon discovery or report of any spill, a Command Post will be established on the bridge to receive and compile information, keep the Master fully informed and make timely reports to MSC and other government authorities.

b. **Responsibilities and Duties**. In the absence of senior personnel, the most senior departmental officer shall assume command and direct efforts to report and contain the spill. He/she shall make all efforts to contact and recall those who are absent and provide them full assessment of the situation, both when they are contacted and when they return to the ship. **The following assignment of duties is provided as a guide only**. The Master of each vessel may modify personnel assignments and duties as necessary. More specific assignments for emergency actions are provided in Appendix A.

(1) **Masters** shall:

(a) Supervise containment and clean-up operations.

(b) Ensure all appropriate actions are carried out.

(2) **First Officers** shall:

(a) Ensure crew training and familiarity with the response action checklists provided in Appendix A.

(b) Act as the OSL and assist the Master as directed.

(c) Ensure that the Oil Transfer Bill and Gasoline Transfer Bill are followed.

(d) Be aware of the transfer line-up and be ready to immediately take actions to shut down transfer operations and re-configure the ship's piping system to effectively isolate the source of a spill.

(e) Maintain the Spill Equipment Locker and Response Kit and ensure that the locker's contents are inventoried monthly. All shortages will be reported to the Master and replaced immediately by the Supply Officer (see Appendix F).

(f) In the event of a spill, the First Officer shall immediately:

1. Stop transfer operations.

2. Direct containment and clean-up operations.

3. Keep the Master updated as containment and cleanup progresses.

4. Make appropriate entries in the Official Log and Oil Record Book.

(3) **Chief Engineers** shall:

(a) Advise and assist the Master.

(b) If requested, provide personnel to assist in containment and cleanup.

(4) **Cargo Engineers** shall:

(a) Investigate the source of the spill.

(b) Assist in stopping the spill.

(c) Inspect piping and venting systems.

(d) Assist the First Officer in any necessary cargo transfers.

(5) **Supply Officers** shall:

(a) Issue all equipment and supplies needed for the cleanup.

(b) Assist the First Officer as necessary. Assign the yeoman storekeepers as necessary to assist the Medical Officer in personnel safety and exposed material handling.

(6) Ship's **Medical Services Officers** shall:

(a) Provide guidance as required to ensure all personnel are properly protected prior to arriving at the hazardous area.

(b) Constantly monitor conditions of all exposed personnel, advising the OSL when personnel should be relieved.

(c) Provide guidance to ensure all contaminated material is properly contained and packaged for further disposal.

(d) Conduct follow-up examinations of personnel exposed to persistent materials.

(7) **Boatswain's Mates** shall:

(a) Assist the Cargo Officer as directed.

(b) Act as the zone leaders for the assigned areas.

(8) The **On Scene Leader** shall:

(a) Ensure that all personnel are properly protected prior to arriving at the hazardous area(s) and during the course of work operations.

(b) Direct containment and clean-up operations.

(c) Coordinate activities with the command post and team leaders.

(d) Ensure that contaminated material is properly contained, labeled and packaged for further disposal.

(9) **HM Coordinator**. Provides assistance to OSL as required. On ships without a Supply Department, the Chief Mate/First Officer is the HM Coordinator. This person has ready access to Material Safety Data Sheets (MSDS) and other information pertinent to the proper handling and storage of hazardous materials. The duties and responsibilities of the HM Coordinator are detailed in reference (a).

(10) **Other Personnel**. It may be necessary to use additional personnel in order to rapidly contain and clean up the spill. This can include all hands if the magnitude of the spill so dictates. However, because of the lack of equipment for large scale cleanup, outside assistance will be required for spills over a few gallons. The ship's reaction will primarily consist of containing the spill and clean up the spill aboard the ship. At the Master's discretion, ship's company may assist cleanup operations alongside and along nearby beaches and piers.

(11) **Other Considerations**. Remember, while all efforts are being conducted to contain and clean up the spill, there are some other factors which should be done.

(a) A picture is worth a thousand words; take photos or videotape your progress.

(b) Take spill samples in clean bottles and mark them with the date and location where the sample was obtained. The samples should be refrigerated if they are to be held onboard before further distribution. See Appendix A checklist "Recordkeeping and Sampling."

4. **Oil Spill Containment and Recovery Procedures**

a. The First Officer, acting as OSL, will immediately dispatch the Substance Spill Emergency Response Team (Appendix D) to the scene to secure the source and begin containment actions.

b. The Cargo Officer will report to cargo control with a VHF radio, standing by for line-up, transfer and ballast/deballast instructions.

c. Emergency boat crew will prepare to launch the off-shore boat, stage emergency spill response equipment. The crew may be required to launch the boat in order to deploy sorbents or boom around the ship, and to begin spill recovery actions (see Deployment of Sorbent Sweep below).

d. Clean-up teams #1 and #2 rig (Sandpiper) pumps and hoses from the spill area to the designated tank for oil recovery. Use equipment provided (rags, squeegees, sorbent pads, mats, etc.) to contain and clean up spill.

e. The Supply Officer will issue items directed by the OSL and assist in the stowage/marking of any HAZMAT. See paragraph g below.

f. Teams #1 and #2 will lower suction hose down to the boat to vacuum up surface oil into contamination tank. Pumps will also be used to vacuum up any deck oil.

g. All contaminated equipment (rags, mats, sorbent pads, coveralls, etc.) may be stored in HAZMAT drums, sealed and marked for removal. If the equipment is only contaminated by oil, it may be stored in suitable leak-proof containers (i.e., 55-gallon drum with plastic liner).

5. **Deployment of Sorbent Sweeps**. Some MSC ships have limited 'on-water' response capability, including small boats, sorbents and other equipment that allow them to clean up spills in the immediate vicinity of the ship. Most MSC ships shall rely on shore based response organizations to clean up any oil not contained on deck. Reference (a) guidelines for use of sorbent sweeps are as follows:

a. **Overboard**. To deploy the sorbent sweeps, two small craft are recommended. Where small craft are not available, ship's force will need to determine the location of the ship in relation to piers, other ships and other structures. Place the sweep down current of the oil and slowly pull towards the body of the oil. Finally, collect the oil soaked sorbent in 55-gallon drums lined with plastic bags, seal the drums and store for disposal ashore.

b. **Onboard**. For onboard oil spills, use the sorbent material to fabricate a barrier surrounding the oil. Use additional sorbent sweeps or sorbent sheets, if available, inside the containment area to absorb the remaining oil. Containerize the oil-soaked material in 55-gallon drums lined with plastic bags, seal and store for shore disposal.

c. **Disposal**. Under no conditions should the sorbent sweeps be stored in any area where the temperature might exceed 300°F. Used sorbent materials are hazardous and must be retained for disposal at a shore-based facility. Navy policy prohibits the overboard dumping of all plastic materials. If temporary shipboard holding is required, store the used oily sorbent materials in sealed 55-gallon drums lined with plastic bags.

6. **Safety Information for OHS Spill Response**

a. **Requirements**. References (d) requires all Navy ships to have OHS spill contingency plans. This section provides an overview of safety information for response to oil and other petroleum product spills. Additional guidance will be provided for response to hazardous material spills. Personnel safety is always paramount in response to hazardous material and oil spill incidents.

b. **Hazard Evaluation**. **The MSDS should be the primary source of product safety information**. The MSDS contains several sections, the most important of which are the sections providing health hazard data and precautions for safe use and handling. **Consult the DOD hazardous information CD-ROM, reference (e), as the main source of MSDS information.**

c. **Protective Equipment**. The MSDS provides basic information for protective equipment usage which must be supplemented by an on-site assessment. When in doubt regarding two options for protective equipment use, employ the higher level of protective equipment. General guidance is provided in reference (e).

(1) Confined space work and/or lack of ventilation will require on-site evaluation by the Safety Officer and gas free evaluation prior to entry into the area. For spills involving gasoline, gas freeing is likely to be required because of its rapid evaporation.

(2) Diesel fuels (DFM and JP-5) are less easily evaporated and pose less of a fire and health hazard. In general, clean-up of small quantities of diesel fuels (DFM, JP-5) or bulk lubricant in open air conditions, (i.e., on deck with a good breeze) are less likely to require respiratory protection.

(3) Limits for occupational exposure are almost always much lower than the lower explosive limit. Therefore, spaces certified as not having an explosive atmosphere may still have levels of vapors above the occupational exposure level and requiring the use of respiratory protection. Check the MSDS to determine the exposure levels.

(4) Use of solvent/oil resistant gloves is important to prevent irritation and cracking of the skin. Certain constituents of petroleum products may penetrate internal tissues through the intact skin. The MSDS should provide the main source of information on selection of gloves and other resistant clothing. Where this information is not provided, nitrile rubber gloves (green) should be used in the clean-up of solvent, paints or thinners and most other petroleum-based products. These are provided in the hazardous material spill kit. Butyl rubber gloves, (black), should be used for acids, alkalis, PCBs or dry chemicals. Where safety will permit, personnel performing routine on-deck activities involving potential contact with petroleum products should use solvent resistant rather than cloth or leather gloves.

(5) Oil and/or solvent resistant clothing and boots are recommended for cleanup of spills where significant skin contact is likely. The MSDS should describe the hazards of skin contact. Some chemicals are absorbed through the intact skin. All petroleum products will irritate the skin.

(6) Eye protection, generally chemical goggles and/or splash shields, should be used to protect the eyes from contact with irritants. Face shields provide protection to the face and neck from flying particles, liquids or sprays. Face shields alone do not provide adequate protection against these hazards in an uncontrolled (i.e., emergency) situation and must be worn with protective eyewear. If oil or solvents get into the eyes, flush for 15 minutes immediately with running water. A second person will generally be needed to escort the affected individual to the eyewash and then to further medical assistance.

7. **Emergency Cargo Transfer**

a. The Emergency Cargo Transfer checklist in Appendix A summarizes the initial considerations in the event an emergency transfer of cargo or fuel is necessary. The Master shall develop vessel and incident-specific procedures using the guidance provided in the "Ship-to-Ship Transfer Guide" (Petroleum) published by the International Chamber of Shipping (ICS) and the Oil Companies International Marine Forum (OCIMF), or similar sources.

b. The resources necessary to carry out emergency cargo and fuel transfers will be obtained by the Navy under the terms specified in references (f) and (g).

8. **Procedures for Emergency Towing and Salvage**

a. References (h) and (i) provide procedures for arranging for towing and salvage of MSC ships. The Emergency Towing checklist in Appendix A contains summarized procedures for emergency towing.

b. Should shore-based assistance be required, the navy will conduct all salvage activities for MSC ships under the terms and conditions of references (g) and (h).

9. **Discharge Planning Volumes**. Vessel crews are equipped to deal with small spills that can be confined on deck. Appendix B lists the total volumes of oil cargo and fuel that would constitute a worst case discharge for each vessel class. The response resource requirements to deal with a spill of this size are calculated in accordance with Appendix B of 33 CFR 155.

10. **Damage Stability and Hull Stress Considerations**. Vessel personnel, particularly the Chief Mate and Master, are trained and qualified to perform stability and hull stress evaluations, consistent with the requirements of their normal duties. MSC vessels have access to a shore-based damage stability and residual strength calculation program via SUPSALV. The Stress and Stability Assessment Checklist in Appendix A lists information to be collected by the crew in order to facilitate shore-based assistance. Additional plans and information related to stability and damage control (general arrangement and midships section plans, line tables, tank tables, load line assignments, and light ship characteristics) for MSC vessels are available aboard each ship and at MSC Headquarters.

SECTION 4

SHORE BASED RESPONSE ACTIVITIES

1. **MSC Headquarters**. MSC is headquartered in Washington, DC, and its operations are directed by several Area and Subarea Commands and field activities around the world. MSC activities and ships are fully integrated into the operational structure of the U. S. Navy's major fleets and their subordinate numbered fleets worldwide. MSC Headquarters provides an Environmental Command Assistance Team (E-CAT) to carry out emergency response activities in the event of a spill and to assist the NOSC as necessary.

2. **Navy Response Organization**

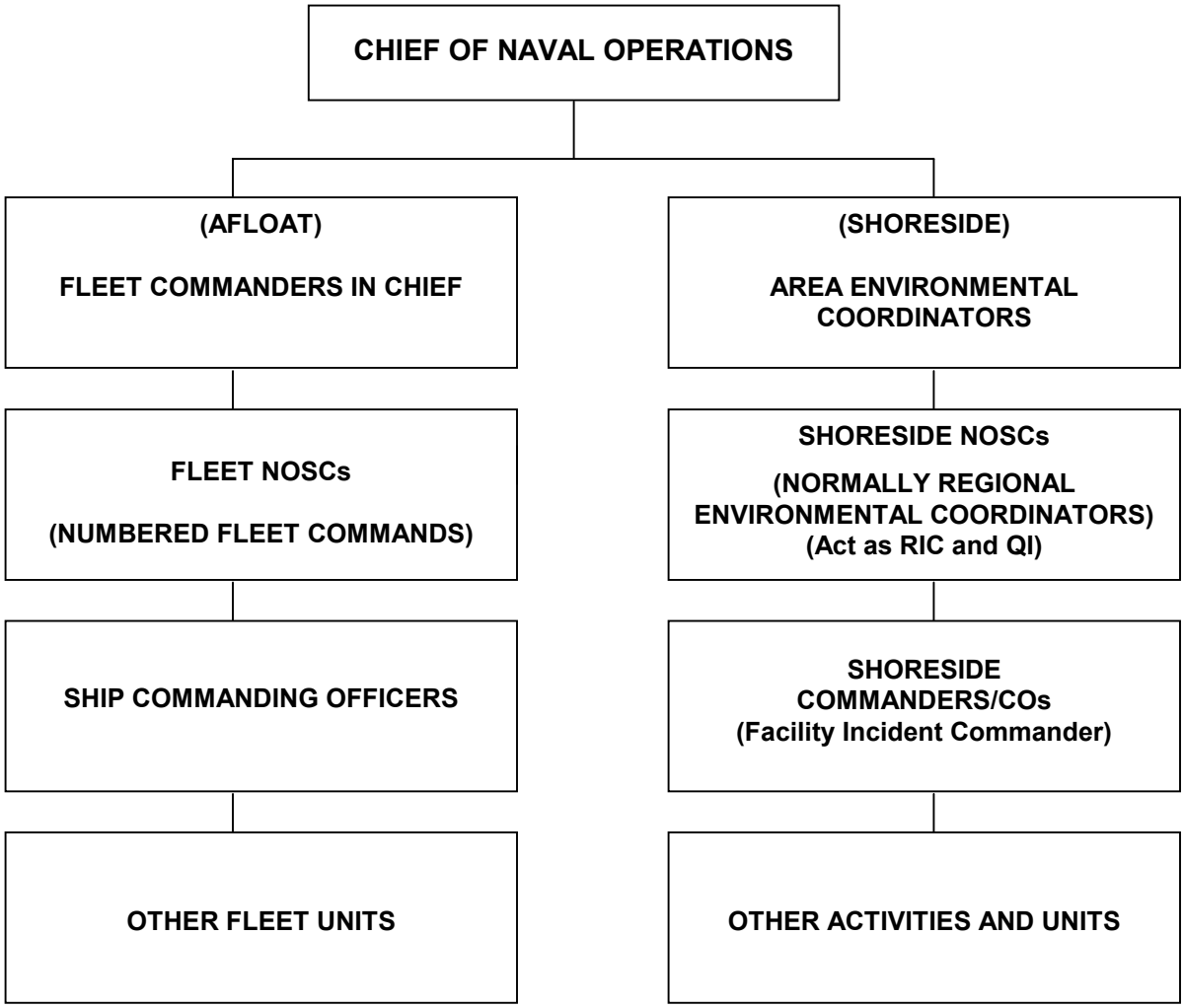
a. MSC relies on the worldwide OHS spill response network developed by the U. S. Navy. Navy policy for OHS spill response is detailed in OPNAVINST 5090.1B, Environmental and Natural Resources Program Manual. The instruction discusses requirements, assigns responsibilities and issues policy for the management of the environment and natural resources, and requires the Navy to fully prepare for OHS pollution incidents and to undertake immediate action to minimize the harmful effects of any such pollution. The instruction requires the preparation of OHS Contingency Plans by all Navy activities and ships that handle, transport or store oil. The plans are consistent with the priorities established by the National Oil and Hazardous Substance Pollution Contingency Plan (NCP) (40 CFR 300). The Navy Response Organization is based on an Incident Command System that satisfies the requirements and intent of Federal and State regulations, and is shown in Figure 4-1.

b. Area Environmental Coordinators (AEC) and Fleet Commanders in Chief establish contingency planning and response policies in their assigned areas. AECs designate the shoreside NOSCs. The NOSCs are generally regional environmental coordination authorities who represent senior Navy commanders for environmental matters within that region. The NOSCs duties include ensuring that facilities within their area of responsibility have the capability to control, contain and clean up OHS spills. The NOSC acts as the QI required by USCG regulations, with full authority to activate and engage spill response contractors and all other necessary resources. The NOSC is also the FOSC for Navy HS releases, and is the individual responsible for coordinating spill response activities with the FOSC in the event of an oil spill.

c. NOSCs designate shoreside commanders as FICs to assume initial responsibility for spill response actions in certain areas. FIC designations are made on the basis of OHS risk posed by the facility/terminal and the response capability of commands in each area. The FIC will initially act as the Incident Commander and direct all spill response actions

until relieved, if necessary, by the NOSC. The NOSC acts as the Incident Commander for spills in areas that are not assigned to FICs, and for spills that exceed the capability of the assigned FIC.

d. The Navy has ensured the availability of response resources to meet the "worst case scenarios" in U. S. waters by one or more of the following methods; pre-positioning Navy owned response resources, obtaining membership in commercial clean up cooperatives, or through the use of USCG Basic Ordering Agreements (BOA) to provide additional resources. Overseas NOSCs have the same authority and similar arrangements to activate spill clean up contractors.



NAVY OHS POLLUTION RESPONSE ORGANIZATION

FIGURE 4-1

e. For major spills that exceed the capabilities of the area NOSC, the Naval Sea Systems Command (NAVSEA) provides response resources through SUPSALV. SUPSALV is the Navy's equivalent of an oil spill response organization (OSRO) and is considered a national asset. The USCG frequently requests SUPSALV personnel and equipment for spill response activities. SUPSALV will provide expertise and equipment at the request of the cognizant NOSC in the areas of salvage, oil and hazardous materials spill control, diving and ocean engineering. SUPSALV can provide all necessary oil spill response equipment (i.e., skimmers, POL storage bladders, transfer pumps, tow boats, containment boom, etc.) to meet the response resource requirements identified in Appendix B (for Tier 2 and 3), as well as portable field support equipment, shops, offices, etc. All equipment can be deployed by air from the principal Emergency Ship Salvage Materials (ESSM) warehouses in Stockton, CA, and Williamsburg, VA.

f. **Spills from chartered vessels**. Response to OHS incidents from vessels that are under time or voyage charters to MSC (non-public vessels) is the responsibility of the vessel owner or operator under the relevant chartering contract. OHS incidents from these vessels will still be reported to USTRANSCOM, COMSC and the NOSC. MSC and the NOSC will monitor any such incidents to ensure that the interests of the United States are not unnecessarily prejudiced.

3. **Spill Response Management – MSC**

a. The MSC Headquarters Environmental Command Assistance Team (E-CAT) will provide advice and assistance to the NOSC as needed. This team may provide direct input to the NOSC at the Command Staff level of the Integrated Command System, or may be integrated into the NOSC organization as shown in Figure 4-3. At a minimum, MSC shall provide accounting data and a technical advisor familiar with the ship and cargo to assist the NOSC.

b. The team may be composed of the following personnel or a designated representative depending on the magnitude of the spill:

(1) Legal Counsel (N2)

(2) Operation and Plans Officer (N3/5)

(3) Special Assistant for Environmental Programs (N00EP)

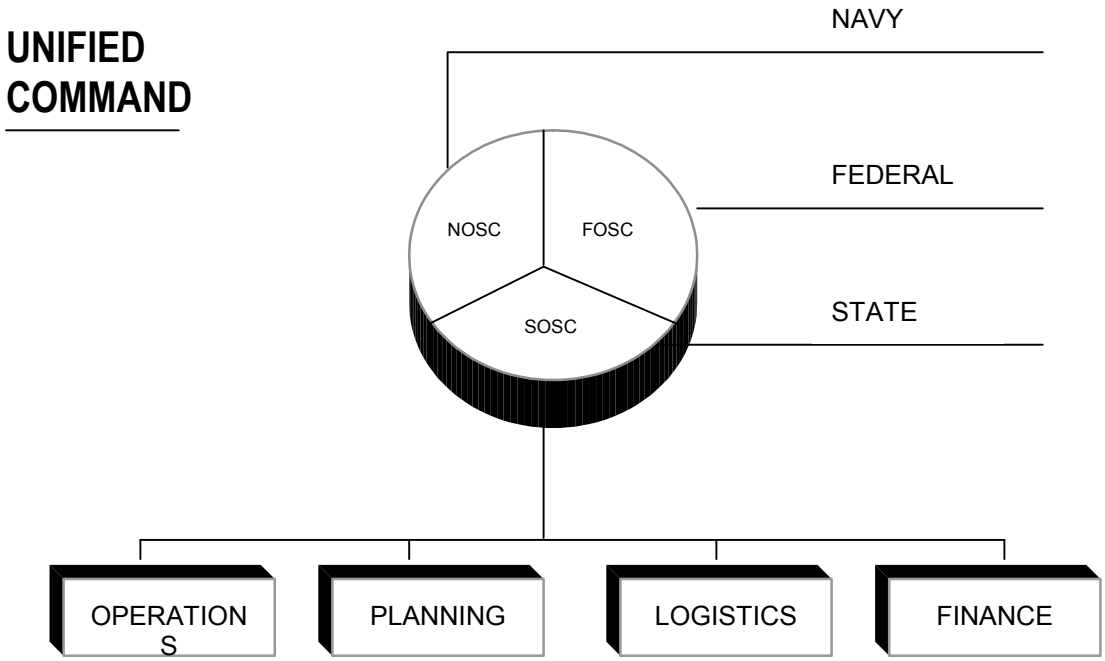
(4) Engineering Director (N7)

(5) Comptroller Director (N8)

(6) Public Affairs Director

(7) Program Manager

4. **Spill Response Management - NOSC**. As required by the NCP and Area Contingency Plans, the OHS spill response management structure is based on an Incident Command System (ICS) consistent with the National Interagency Incident Management System (NIIMS) model. Figure 4-2 shows the Unified Command Organization described in the Area Contingency Plans. The NOSC's command structure (Figure 4-3) is compatible with this organization.



*Note: The FOSC is: the U. S. Coast Guard for oil spills in the coastal zone; the EPA for oil discharges and HS releases in the inland zone; and the Navy for Navy HS or EHS releases when the release is on, or the sole source from, any facility or vessel, including vessels bareboat chartered and operated under the jurisdiction, custody or control of DoD.

Figure 4-2 Unified Command Organization

a. The Unified Command for Navy OHS spill response consists of the following elements:

(1) A predesignated FOSC from one of the following agencies:

(a) U. S. Coast Guard (USCG) for all oil spills in the coastal zone

(b) U. S. EPA for all oil spills in the inland zone

(c) Department of Defense (DoD) for HS releases from/on DoD facilities and vessels.

(2) A predesignated NOSC or Navy FIC as the On-Scene Coordinator for the responsible party.

(3) A predesignated state On-Scene Coordinator.

b. The Unified Command is responsible for coordinating the interests of the responsible party, federal, state and local agencies, and public and private interests to arrive at joint strategic decisions to carry out the spill clean up. The Unified Command jointly establishes objectives, strategies and priorities of the response.

c. The underlying ICS organization is designed to expand or contract readily, as required to effectively manage the spill response. For small spills, the functional sections may be sufficiently staffed by relatively few personnel from the facility/terminal at which the spill occurred. Progressively larger incidents will require a more fully staffed structure using facility and NOSC personnel, support personnel from neighboring Navy activities and may also include federal and state agency personnel.

d. The Incident Commander can activate personnel as required based upon the size of the spill and complexity of the response effort. The Incident Commander position may be filled by either the Commander of the responding Navy facility or the NOSC, depending on the circumstances of the spill. In the event of a spill from a ship outside the boundaries of a Navy facility and within the NOSCs area of responsibility, the NOSC will act as the Incident Commander. If the NOSC assumes direction of the overall response, the Commander of the responding Navy facility will normally be assigned a staff position, such as the Deputy Incident Commander. If the response effort becomes large enough to warrant a Unified Command, the NOSC is the individual that will liaise with the FOSC. The identity of the Navy Incident Commander must be clear at all times to all concerned.

e. A Navy facility or ship that originates or discovers a spill or release is responsible for initial control, containment, and clean up efforts. If this clean up is beyond its capabilities, that activity or ship shall request assistance from the NOSC.

f. The NOSC is responsible for directing and/or coordinating all oil and hazardous substance spill responses within his/her area of responsibility. This may include mobilization of other local and regional Navy assets, mobilization of SUPSALV resources, augmentation of the facility/terminal spill management team, or activation of Basic Ordering Agreement (BOA) response contractors or other commercial response organizations.

g. A typical NOSC spill response management organization is shown in Figure 4-3. The names and 24-hour contact numbers for the members of the Command Staff and the chiefs of the four functional sections are maintained on the NOSCs Command Duty Officer OHS recall bill.

h. Detailed descriptions of the duties and responsibilities of the functional sections are described in the NOSC OHS Contingency Plan, chapters 4-7.

(1) The Operations section directs and coordinates all tactical operations within the response area. It assists the Planning section in defining response goals and operational goals detailed in the incident action plan, develops mission assignments and schedules to accomplish the goals, identifies resource requirements and, as appropriate, recommends release of resources. The Operations section also evaluates and reports the results of response operations.

(2) The Planning section is responsible for collecting and evaluating information about the incident and response. It develops action plans to accomplish stated response goals and objectives, evaluates alternative strategies and operational plans based on changing requirements, documents all response actions and disseminates technical and environmental information to concerned parties.

(3) The Logistics section is responsible for supplying all resources required to carry out the response and to support continuing operations.

(4) The Finance section is responsible for handling all accounting services and personnel administrative matters.

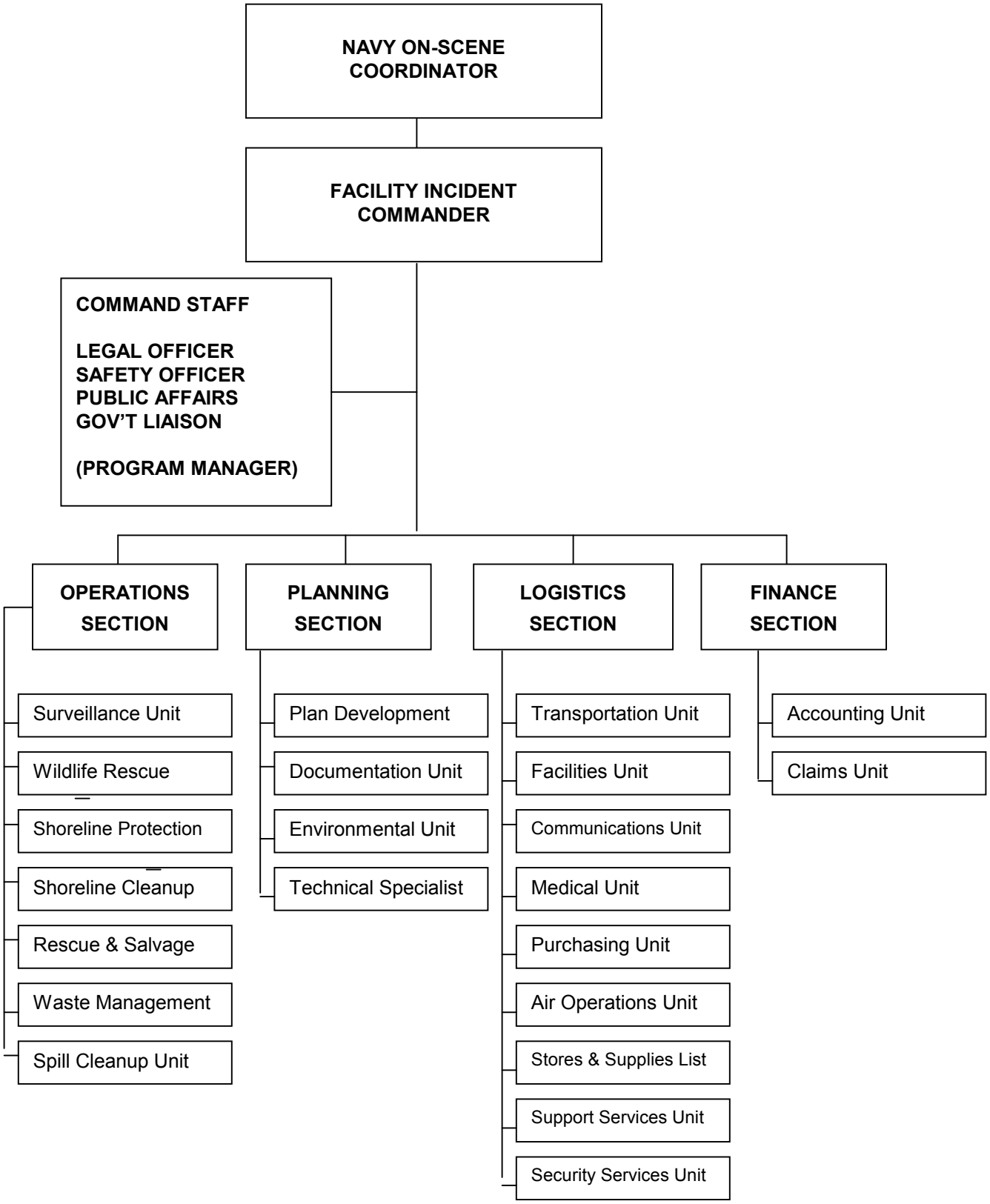


Figure 4-3 Typical NOSC OHS Spill Response Organization

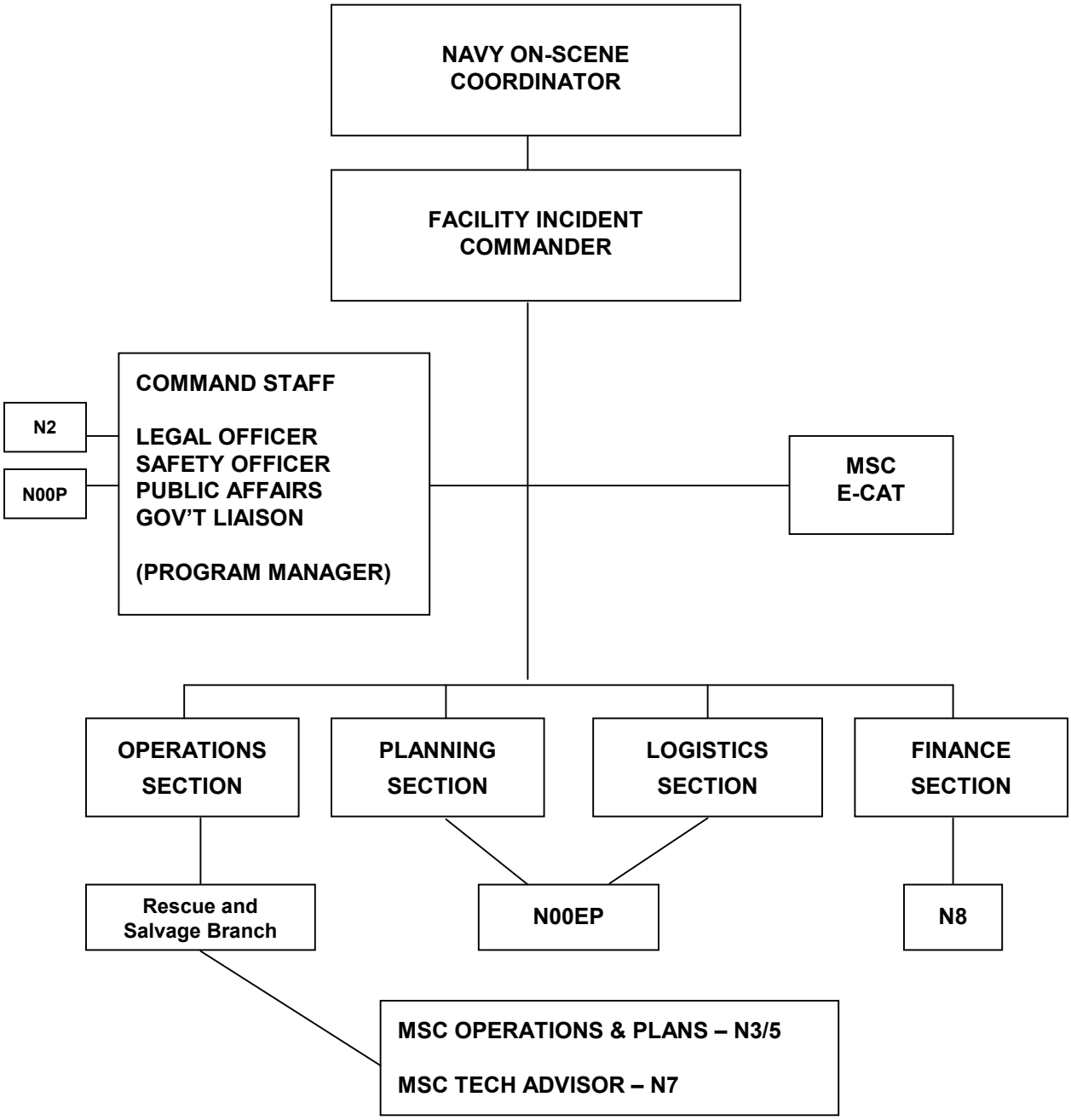


Figure 4-4 Spill Management Team Interaction with NOSC Spill Response Organization

SECTION 5

POLLUTION PREVENTION/RESPONSE TRAINING

1. **Shipboard Personnel**. MSC provides extensive training to vessel crews in pollution prevention and response as part of the MSC Environmental Protection (EP) Program.

a. Vessel personnel are assigned spill response duties consistent with their normal shipboard responsibilities, as described in Section 3.

b. Personnel who receive, transfer or dispose of oil products or hazardous substances and their supervisors shall be trained in proper procedures for the following:

(1) Connecting and disconnecting to other ships and shore,

(2) Transfer of oil or oily waste or hazardous substances,

(3) Maintenance of transfer equipment,

(4) Spill response.

c. Crew ratings and officer license requirements are the minimum qualifications required of vessel personnel to carry out their assigned spill containment duties. Additional training is provided to select personnel by MSC on oil spill prevention and control and hazardous materials handling and disposal.

d. A training review will be conducted at least once a month, prior to the emergency procedures drill.

e. The monthly emergency procedures drill will include breakout and staging of all equipment, checking of communications circuits and operation of pumps. Phone calls will be made to the local COTP (in U. S. waters) and NOSC to verify the phone number's validity. The drills should cover each of the emergency procedures in Appendix A.

f. Crew training records shall be maintained aboard each ship.

2. **Shore Based Personnel**

a. Training of the NOSCs is carried out through regularly scheduled NOSC training courses and periodic workshops prepared by SUPSALV. MSC personnel from Headquarters and Area Commands regularly take advantage of these training opportunities. The NOSC Training Course covers all areas of spill response, including ICS organizations and the Unified Command, spill response management, SUPSALV and/or NOSC response equipment, natural resource damage assessments, and updates on environmental protection initiatives and legislation affecting Navy operations worldwide.

b. MSC and other Navy commands are active participants in the national Preparedness for Response Exercise Program (PREP). PREP is described in Section 6.

SECTION 6

DRILLS AND EXERCISES

1. Area Commanders will conduct drills to exercise the MSC and area NOSC oil spill contingency plans. Drills will be conducted per 33 CFR part 155.1060 and Navy guidelines. The guidelines follow the national PREP guidelines. Drill critiques will be prepared by the Area Command Spill Management Team and copies will be forwarded to COMSC (N00EP). The critiques will certify whether the drill:

   a. was completed,

   b. met required objectives and

   c. was evaluated to determine the effectiveness of the response plan.

2. **Command Post Exercises**. The MSC Headquarters Special Assistant for Environmental Programs (N00EP) will coordinate periodic Command Post Exercises (CPX) with Area Commanders to exercise ship and Area Command familiarity with the contingency plan requirements regarding OHS spill incidents.

3. MSC Spill Management Teams may include designated personnel from COMSC, Area Commanders, NOSCs as well as USNS ships. Participation of state and local environmental agencies will be invited.

4. **National Preparedness for Response Exercise Program (PREP)**. MSC is an active, committed participant in PREP and regularly provides vessels, facilities and personnel for exercises held around the United States. This program was established to provide a means for participants to meet the various spill response preparedness exercise requirements of the Oil Pollution Act of 1990. Participation in the PREP program satisfies the exercise requirements of the U. S. Coast Guard, the EPA and other agencies concerned with oil spill response. Participation in PREP allows MSC and the Navy to identify problem areas in their contingency plans, and to ensure the highest levels of preparedness throughout the spill response organization.

5. PREP exercise guidelines divide required drills into two categories: internal and external.

a. **Internal Drills**. These drills are internal to the participant's spill response organization. The drills listed below may be conducted as separate events, or combined to satisfy multiple requirements with one drill event. Tables 6-1 through 6-6 describe the objectives of each drill, required frequencies, identify participants, etc.. Internal drills are:

(1) **Qualified Individual Notification Drill**. The area NOSC is the Qualified Individual for all Navy oil spills.

(2) **Onboard Emergency Procedures Drills**. The emergency procedures are listed in Appendix A. Every month the Master shall select one of the emergency procedures checklists from Appendix A and conduct a drill to ensure that the checklist reflects actual practice aboard the vessel. Masters are encouraged to modify the checklists as necessary to ensure that the checklists become useful documents for use in emergency situations.

(3) **Spill Management Team Tabletop Drills**. These include internal tabletop exercises and drills that exercise MSC's interaction with the entire response community, including actual contact and coordination with NOSC, NRC, COTP, as well as involvement of local/state representatives.

(4) **Equipment Deployment Drills** (conducted by SUPSALV and certification provided to MSC).

(5) **Unannounced Drills (MSC-initiated)**. The annual unannounced drill will be combined with one Onboard Emergency Procedures Drill. See Table 6-3.

b. **External drills** include:

(1) **Area Exercises**. Every federal area is required to conduct this type of exercise once every 3 years. There are a total of 60 areas. Twenty areas a year will be selected by a national coordinating committee to conduct these exercises. Responsibility for conducting these exercises rests with the U. S. Coast Guard, the EPA and industry representatives.

(a) Area exercises focus on the response organization for a significant spill. They are intended to test the contingency plans of the various parties required to assist in response to a major oil spill, and how well these plans interact with the Area Contingency Plan prepared by the federal, state and local authorities. The exercise scenario is determined by the organization designated as the "lead," and is usually about 8-12 hours in duration. Exercises are evaluated by a joint government/industry team and lessons learned are distributed nationwide via the National Response System.

(b) As with unannounced exercises, if MSC is selected for participation in one of these exercises, MSC will not have to participate in another area exercise for that particular 3-year cycle.

(c) Documentation used to record the drill must be approved by the OSC and the government agency overseeing the exercise. Records of this documentation will be maintained at MSC Headquarters for a period of 3 years.

(2) **Unannounced Drills (USCG-initiated)**. The Coast Guard and/or EPA may conduct as many as four unannounced drills per area per year. Since there are 47 Coast Guard areas and 13 EPA areas, there will be 4 x (47+13) or 240 unannounced drills per year. If MSC is selected for one of these drills, MSC does not have to participate in another drill of this type for 36 months.

(a) These drills are limited to 4 hours in duration, involve equipment deployment and address the average most probable discharge scenario.

(b) Credit is received for an Unannounced Drill, a QI Notification Drill and an Equipment Deployment Drill.

(c) Documentation will be kept at MSC Headquarters for a period of 3 years. Participating vessels should also record this drill in their logbooks to receive credit.

(d) If the U. S. Coast Guard requests MSC to participate in an announced drill, members of the MSC Response Action Team and NOSC shall participate to the extent required by the COTP.

6. **PREP Schedules**. SUPSALV develops PREP exercise schedules indicating which areas are selected, whether the Navy will be involved as the lead agency or as a participant. The schedule for a given year is generally available in the fall of the preceding year.

Table 6-1

MSC DRILL GUIDELINES

	QI (NOSC) Notification (Conducted as Part of all Other Drills)	Onboard Emergency Procedures	Spill Management Team Tabletop Drill	Equipment Deployment
Participating Elements	Vessel Personnel, NOSC	Vessel Personnel	Spill Management Team (SMT)	SUPSALV
Initiating Authority	Master	Master	E-CAT, Individual FICs and NOSCs	SUPSALV
Frequency	Monthly	Monthly, if operating conditions permit.	Annually	Annually. Equipment deployment drills are conducted by SUPSALV.
Certification	Self	Self	Self	SUPSALV
Evaluation	Self	Self	Self	SUPSALV
Credit	1) Credit for an actual spill response. 2) Credit if conducting routine business or in conjunction with other drills, provided that the objectives of the drill are met and documented.	1) Credit for an actual spill response. 2) Credit if conducted in conjunction with other drills, provided that the objectives of the drill are met and documented.	1) Credit for an actual spill response. 2) Credit if conducted in conjunction with other drills, provided that the objectives of the drill are met and documented.	1) Credit for an actual spill response. 2) Credit if conducted in conjunction with other drills, provided that the objectives of the drill are met and documented. Equipment deployed for other drills may be credited cumulatively (i.e., if 600' of boom is deployed at one drill, and the additional 400' required is deployed at another drill).
	The drills may be conducted separately, or may be combined to satisfy drill requirements.			
Records	Retain for 3 years. Drills conducted on board vessels documented as logbook entry in Vessel Logbook.			

Table 6-2

QI (NOSC) NOTIFICATION DRILL

Applicability:	-	MSC ships.
Frequency:	-	Monthly.
Initiating Authority:	-	Master or designee.
Particip. Elements:	-	Vessel personnel, NOSC.
Scope:	-	Exercise communication between vessel personnel and the NOSC.
Objectives:	-	Contact (telephonic, radio, message-pager, or facsimile) and confirmation must be made with the area NOSC.
Certification:	-	Self certification.
Verification:	-	Verification to be conducted by the USCG during vessel boardings.
Records:	-	Retain 3 years.
Evaluation:	-	Self evaluation.
Credit:	-	The ship may take credit for this exercise in the course of conducting routine business or other drills, or an actual spill response, provided that the objectives of the drill are met and the drill is properly recorded.

Table 6-3

ONBOARD EMERGENCY PROCEDURES DRILL

Applicability:	-	MSC tankers.
Frequency:	-	Monthly, as operating conditions permit.
Initiating Authority:	-	Master or designee.
Particip. Elements:	-	Vessel personnel.
Unannounced Drill	-	MSC is required to conduct an internally-initiated unannounced drill annually. This does not have to be a separate drill. MSC will conduct an internal unannounced drill concurrent with one of the On-Board Emergency Procedures Drills. The drill will be annotated as both an Unannounced Drill and an On-Board Emergency Procedures Drill.
Scope:	-	Exercise the vessel's on-board emergency procedures for spill mitigation.
Objectives	-	Conduct a "walkthrough" of the emergency procedures for spill mitigation or prevention of a discharge or substantial threat of discharge of oil.
	-	The "walkthrough" should exercise one or more of the sections of the emergency procedures for spill mitigation, for example: -- simulate response to a collision. -- simulate response to an oil spill on deck of the vessel. -- simulate response to a vessel fire.
Certification:	-	Self certification.
Verification:	-	Verification to be conducted by the USCG during vessel boardings.
Records:	-	Retain 3 years.
Evaluation:	-	Self evaluation.
Credit:	-	The ship may take credit for this drill when conducted in conjunction with other drills, or an actual spill response, as long as all objectives are met and a proper record generated.

Table 6-4

SPILL MANAGEMENT TEAM TABLETOP DRILL

Applicability:	-	Spill Management Team (MSCO (E-CAT), Individual FICs, and NOSCs)
Frequency:	-	Annually.
Initiating Authority:	-	MSCO, FIC/NOSC.
Particip. Elements:	-	Spill Management Team.
Scope:	-	Exercise the Spill Management Team's organization, communication and decision making in managing a spill response.
Objectives:	-	Exercise the Spill Management Team in a review of: -- Knowledge of the response plan. -- Proper notifications. -- Communications system. -- Ability to access OSROs, BOA contractors, and SUPSALV. -- Coordination of organization/agency personnel with responsibility for spill response. -- Ability to effectively coordinate spill response activity with National Response System infrastructure. -- Ability to access information in Area Contingency Plan for location of sensitive areas, resources available within the area, unique conditions of area, etc.
	-	At least one Spill Management Team Tabletop Exercise in a triennial cycle shall involve simulation of a Worst Case Discharge scenario.
Certification:	-	Self certification.
Verification:	-	Verification to be conducted by primary oversight agency.
Records:	-	Retain 3 years.
Evaluation:	-	Self evaluation.
Credit:	-	The Spill Management Team may take credit for this drill when conducted in conjunction with other drills, or an actual spill response, as long as all objectives are met and a proper record generated.

Table 6-5

EQUIPMENT DEPLOYMENT DRILL

Applicability:	-	SUPSALV.
Frequency:	-	Annually.
Initiating Authority:	-	SUPSALV.
Particip. Elements	-	SUPSALV, FICs, NOSCs.
Scope:	-	Deploy and operate response equipment identified in the response plan. Only a representative sample of each type of equipment need be deployed and operated. A minimum of the following equipment must be deployed and operated; -- 1,000 feet of each type of boom in the inventory: -- One of each type of skimming system. - The remainder of the equipment which is not deployed is included in a comprehensive training and maintenance program. Credit will be given for deployment conducted during training. The maintenance program requires periodic inspection and maintenance in accordance with the manufacturer's recommendations and established practices.
Objectives:	-	Ensure response equipment is operational. - Ensure that the personnel who would operate this equipment in a spill response are capable of deploying and operating it. - Ensure that the response resources participate in annual deployment drills.
Certification:	-	SUPSALV.
Verification:	-	SUPSALV.
Records:	-	Retained by SUPSALV.
Evaluation:	-	Self evaluation.
Credit:	-	MSC may obtain verification from SUPSALV that such a drill has been conducted, or arrange for equipment deployment to be incorporated into other drills, or an actual spill response, as long as all objectives are met and a proper record generated. SUPSALV conducts this drill as required and provides the necessary certification to plan holders.

Table 6-6

UNANNOUNCED DRILL
USCG-INITIATED

Applicability:	-	MSCO response personnel (E-CAT)/NOSC/SUPSALV, MSC tank ships.
Frequency:	-	Once every 3 years
Initiating Authority:	-	USCG, EPA.
Particip. Elements	-	MSCO response personnel (E-CAT)/NOSC/SUPSALV, MSC tank ships.
Scope:	-	Unannounced drills to be limited in scope, number and duration.
	-	Unannounced drills will be limited to a maximum of four drills per Area per year.
	-	Drills will be limited to a maximum of four hours in duration.
	-	Drills will involve response to an Average Most Probable Discharge scenario (50 barrel spill).
	-	Drills will involve equipment deployment to respond to spill scenario.
Objectives:	-	Conduct proper notifications to respond to unannounced scenario of an Average Most Probable discharge.
	-	Demonstrate equipment deployment is:
		-- timely.
		-- conducted with adequate amount of equipment for scenario.
		-- properly deployed.
Drill Preparation	-	The Area Committee will meet annually to discuss details of the unannounced exercises to be conducted in the Area for that year. At this annual meeting, the Area Committee will consult with the initiating agency (i.e., USCG, EPA) to discuss the scenario development and requirements for each exercise.
Certification:	-	Initiating agency (i.e., USCG, EPA).
Verification:	-	Initiating agency (i.e., USCG, EPA).
Records:	-	Retain 3 years (USCG initiated), retain 5 years (EPA initiated). It is unlikely that MSC will be involved in an EPA initiated drill.
Evaluation:	-	Evaluation to be conducted by initiating agency.
Credit:	-	Credit may be taken for an actual spill response when these objectives are met and a proper record generated. Completion of this drill will also meet the requirements for the notification and equipment deployment exercises.

SECTION 7

PLAN REVIEW AND UPDATE PROCEDURES

1. This plan will be reviewed annually, and after any significant spill, by MSC Headquarters. The review will determine the adequacy of the response effort and recommend changes to personnel or equipment allowances, as necessary. This review shall be conducted in conjunction with post-drill evaluations held after the annual oil spill removal organization field equipment deployment exercise.

2. The plan shall be reviewed by the Master at the time of assuming command of an MSC oiler, and annually thereafter.

3. All recommended changes shall be forwarded to COMSC (Code N00EP). A copy of the page(s) showing the recommended change is acceptable. Forward recommendations to:

MILITARY SEALIFT COMMAND
SPECIAL ASSISTANT FOR ENVIRONMENTAL PROGRAMS (NOOEP)
WASHINGTON NAVY YARD
941 CHARLES MORRIS COURT SE
WASHINGTON, DC 20398-5540

4. The Master, the MSC Area Commander, and MSC Headquarters personnel, as appropriate, shall review the effectiveness of the plan whenever it is implemented in response to a spill. Errors, omissions or suggested changes shall be forwarded to MSC Headquarters for evaluation. MSC shall review all proposed changes and shall promulgate approved changes to the plan holders.

APPENDIX A

Table of Contents

These checklists are not intended to replace the procedures contained in the DC Manual or other instructions aboard ship. Masters are encouraged to modify these checklists as necessary to ensure applicability to their particular ship.

Appendix A

Notification List

In the event of an OHS spill that impacts the water, or a threat of such a spill, the following parties shall be notified: (Use the Telephone Log provided in this appendix). Voice notification of all parties is not required for minor spills (except for the National Response Center). Parties not notified by voice shall receive a copy of the OHS spill report. (See Appendix B for relevant phone numbers).	**Master**	**MSC HQ Command Control Center Duty Officer**	**NOSC**	**Ref**
(In U.S. Waters, Panama Canal and territorial waters of Canada and Mexico) **National Response Center** by Voice at: **1-800-424-8802 OR 202-267-2675**				**1**
Terminal or Facility Incident Commander(FIC) (for spills in port) Applicable Navy On Scene Coordinator (NOSC) (for spills at sea)				**2**
Commander, Military Sealift Command				
Send confirming OHS Spill Report (see Spill Classification/Report Table, pg A-3).				**1**
MSC Area or Subarea Commander				
Appropriate Fleet Commander				
Operational Commander				
MSC Representative/Ship's Agent				
State Authorities				
Local Authorities				
USCG Captain of the Port				
(**In International/Foreign Territorial Waters)** Notify nearest country that may be affected by the spill.				**3**

1. See notification procedures in Section 2 of this Plan.
2. See applicable Captain of the Port Zone in Appendix B.
3. See IMO Port Contact Information List in Appendix C.

OIL SPILL CLASSIFICATION/REPORT TABLE

Note that these are *"GUIDELINES ONLY"* provided to assist the Master in determining the type of OHS report to submit. In addition to *"quantity of oil spilled"*, other factors must be considered to determine the significance of a pollution event. In some instances, an otherwise "minor" spill may result in significant damage to sensitive areas, or create a situation of high media interest or geo-political implications. When in doubt, use the higher classification.

Classification of Spill Ref: 40 CFR 300	Operating Area				Required Report
	United States Waters		International Waters	Foreign Territorial Waters	
	Inland/Nearshore Zone (0-12 NM from shore)	Ocean (12NM - EEZ boundary)			
MINOR	Less than 1,000 Gallons	Less than 10,000 Gallons	Less than 10,000 Gallons	Less than 1,000 Gallons	Oil Spill Report (pg A-4).
MEDIUM	Less than 10,000 Gallons	Less than 100,000 Gallons	Less than 100,000 Gallons	Less than 10,000 Gallons	OPREP-3 (NAVY BLUE), Intended to provide CNO and other naval commanders with immediate notification of incidents of military, political, or press interest (pg A-5).
MAJOR	10,000 Gallons or more	100,000 Gallons or more	100,000 Gallons or more	10,000 Gallons or more	OPREP-3 (PINNACLE). Any oil discharge that poses a substantial threat to the public health or welfare of the United States, or results in significant public concern. High diplomatic or media interest (pg A-6).

Oil Spill Report (Report Symbol OPNAV 5090-2)

Addressee and info blocks for oil spills in waters of the United States:

FROM: SHIP NAME
TO: NOSC
OPERATIONAL COMMANDER

INFO: CNO WASHINTON DC//N45//
COMNAVSEASYSCOM WASHINGTON DC//OOC//
COMSC WASHINGTON DC//N00/N00EP/N3/N7//
NFESC PORT HUENEME CA//112//
COGARD NATIONAL RESPONSE CENTER WASHINGTON DC//JJJ//
MAJOR CLAIMANT//JJJ//
NAVPETOFF ALEXANDRIA VA//JJJ//

Addressee and info blocks for oil spills in international and foreign territorial waters:

FROM: SHIP NAME
TO: NOSC
OPERATIONAL COMMANDER

INFO: CNO WASHINGTON DC//N45//
COMNAVSEASYSCOM WASHINGTON DC//OOC//
COMSC WASHINGTON DC//N00/N00EP/N3/N7//
NFESC PORT HUENEME CA//112//
MAJOR CLAIMANT//JJJ//
NAVPETOFF ALEXANDRIA VA//JJJ//
(And other organizations as appropriate)

Body of Oil Spill Report:

UNCLAS//NO5090//
SUBJ/ Oil Spill Report (Report Symbol OPNAV 5090-2) (MIN: CONSIDERED)
MSGID/GENADMIN/ORIGINATOR//

RMKS/

1. GMT DTG RELEASE OCCURRED/DISCOVERED:

2. ACTIVITY/SHIP ORIGINATING RELEASE: (Ships: list name, hull number. For non-Navy spills discovered by ship; list name of responsible party. For spills from unknown source; indicate whether spill is thought to have originated from Navy activity.)

3. SPILL LOCATION: (At sea; list lat/long, distance to nearest land; in port; list port name and specific location.)

4. AMOUNT SPILLED IN GALLONS: (Best estimate)

5. TYPE OF OIL SPILLED:

6. OPERATION UNDER WAY WHEN SPILL OCCURRED:

7. SPILL CAUSE: (Provide narrative description of specific spill cause)

8. SLICK DESCRIPTION AND MOVEMENT:

9. AREAS DAMAGED OR THREATENED:

10. TELEPHONIC REPORT TO NATIONAL RESPONSE CENTER WAS/WAS NOT MADE. (If made, report number and person receiving report.)

11. SAMPLES WERE/WERE NOT TAKEN.

12. CONTAINMENT METHOD PLANNED/USED (If none, state reason.)

13. SPILL REMOVAL METHOD PLANNED/USED (If none, state reason.)

14. PARTIES PERFORMING SPILL REMOVAL: (Navy, commercial firm, EPA, COAST GUARD, other (Specify)

15. ASSISTANCE REQUIRED/ADDITIONAL COMMENTS.

16. STATE AND LOCAL CORRECTIVE ACTION TAKEN: (If applicable.)

17. ACTIVITY CONTACT FOR FURTHER INFORMATION (Name, code, telephone number.)

Unit Situation Report (UNIT SITREP)

UNIT SITREP reports provide the Chief of Naval Operations (CNO) timely, **CONCISE** information on which to base a response to any significant incident that has occurred or is in progress. An initial UNIT SITREP is normally the first indication to the CNO that an incident has occurred. All UNIT SITREPs are serialized in sequence by incident, beginning with 001 which is the first incident of the calendar year. Additional message reports concerning the same incident are assigned sequential letter suffixes.

Addressee and info blocks for UNIT SITREP message:

IMMEDIATE PRIORITY ROUTINE (As appropriate)
FM: SHIP NAME
TO: CNO WASHINGTON DC (Immediate Superior in Chain of Command, in the case of COMSC a UNIT SITREP would be sent to CNO.)

INFO: _____
_____
_____
_____

SECRET CONFIDENTIAL UNCLASSIFIED (As appropriate)
EXER/_____// (Put in exercise name, delete if N/A)
MSGID/UNIT SITREP/COMSC/_____/____/ (Insert serial/month)
REF/COMSC WASHINGTON DC_____Z_____8_(Voice Report)//
FLAGWORD/UNITSITREP/-//
TIMELOC/_____Z/_____// (Insert date-time/location)
GENTEXT/INCIDENT IDENTIFICATION AND DETAILS/_____
_____
_____
_____//
RMKS/AMPLIFYING INFO TO FOLLOW (or Final Report this incident).
COMMANDER'S ESTIMATE:_____
_____//
DECL/_____//

Special Incident Reports (OPREP-3 NAVY BLUE/PINNACLE)

OPREP-3 reports provide the National Command Authorities (NCA) timely, **CONCISE** information on which to base a response to any significant incident that has occurred or is in progress. An initial OPREP-3 report is normally the first indication to the NCA that an incident has occurred which may generate national level interest. All OPREP-3 reports are serialized in sequence by incident, beginning with 001 which is the first incident of the calendar year. Additional message reports concerning the same incident are assigned sequential letter suffixes.

OPREP-3 NAVY BLUE OPREP-3 NAVY BLUE messages provide the CNO and other naval commanders with immediate notification of spill incidents of high level Navy interest. FLASH precedence. To be sent within 15 minutes of knowledge of the incident.

Addressee and info blocks for OPREP-3 NAVY BLUE message:

FROM: SHIP NAME
TO: CNO WASHINGTON DC
FLTCINC:
CINCLANTFLT NORFOLK VA//CDO// or
CINCPACFLT PEARL HARBOR HI//FCC// or
CINCUSNAVEUR LONDON UK, as appropriate for forces assigned
NUMBERED FLEET COMMANDER

INFO: USCINCTRANS SCOTT AFB IL//TCJ3/J4/TCJ3-MCC//
JOINT STAFF WASHINGTON DC/J3 NMCC
COMSC WASHINGTON DC//N00/N00EP/N3/N7//
MSC AREA COMMANDERS//N00/N00EP//N3//N7//
MSC OFFICE or Local Representative
NAVOPINTCEN SUITLAND MD
NAVY JAG ALEXANDRIA VA
Unified Commander:
USCINCLANT NORFOLK VA or
USCINCPAC HONOLULU HI or
USCINCEUR VAIHINGEN GE, as appropriate for forces assigned
MAJOR SHORE COMMANDERS (area coordinators) for MSC ships reporting incidents which occur in port or vicinity.
APPROPRIATE US COAST GUARD DISTRICT (CCGD_)
SOPA for incidents which occur in port

OPREP-3 PINNACLE For any oil discharge that poses a substantial threat to the public health or welfare of the United States, or results in significant public concern; disastrous spills of national interest, high diplomatic or media interest. FLASH precedence. To be sent within 15 minutes of knowledge of the incident.

Addressee and info blocks for OPREP-3 PINNACLE message:

FROM: SHIP NAME
TO: NMCC WASHINGTON DC
Unified Commander:
USCINCLANT NORFOLK VA or
USCINCPAC HONOLULU HI or
USCINCEUR VAIHINGEN GE, as appropriate for forces assigned
CNO WASHINGTON DC
FLTCINC:
CINCLANTFLT NORFOLK VA//CDO// or
CINCPACFLT PEARL HARBOR HI//FCC// or
CINCUSNAVEUR LONDON UK, as appropriate for forces assigned
NUMBERED FLEET COMMANDER

INFO: USCINCTRANS SCOTT AFB IL//TCJ3/J4//
COMSC WASHINGTON DC//N00/N00EP/N3/7//
MSC AREA COMMANDER//N00/N00EP/N3/N7//
MSC OFFICE or Local Representative
NAVOPINTCEN SUITLAND MD
NAVY JAG ALEXANDRIA VA
MAJOR SHORE COMMANDERS (area coordinators) for MSC ships reporting incidents which occur in port or vicinity.
APPROPRIATE US COAST GUARD DISTRICT (CCGD_)
SOPA for incidents that occur in port

Sample OPREP-3 report:

MSGID/OPREP-3/Ship name/Three digit serial number of report/-//
FLAGWORD/PINNACLE OR NAVY BLUE//
TIMELOC/DTG OF INCIDENT/LOCATION OF INCIDENT//
GENTEXT/INCIDENT IDENTIFICATION AND DETAILS/Provide a brief description of the incident, who was involved, where it happened, when it happened, why it happened, describe initial clean-up and containment actions taken and effect on ship's operation. Information should include course, speed and intended track of ship, type of oil or substance involved, type of incident (transfer error, grounding, collision, rupture, etc.), estimate of amount involved, weather on scene, current condition of the ship and if any injuries or fatalities occurred.

For example:

UNCLAS/NO3120//
MSGID/OPREP-3NB/USNS NEVERSPILL/001/-//
FLAGWORD/NAVY BLUE)//
TIMELOC/070227ZDEC96/MOORED PIER 11, NORFOLK NOB//
GENTEXT/DESCRIPTION OF INCIDENT/APPROXIMATELY 10,000 GALLONS DFM SPILLED INTO SURROUNDING WATER DUE TO OVERFLOW OF SURGE TANK DURING REFUELING. SPILL CONTAINED WITHIN OIL BOOM. USING OIL SPILL CONTAINMENT KIT TO COLLECT OIL ON DECK. USN/USCG OIL SPILL RESPONSE TEAM ENROUTE TO ASSIST IN CLEANUP. NRC, MSO HAMPTON ROADS, NOSC NOTIFIED.//

Hazardous Substance Release Report (Report Symbol OPNAV 5090-3)

Addressee and info blocks for hazardous substance spills/releases in waters of the United States:

FROM: SHIP NAME
TO: NOSC
OPERATIONAL COMMANDER

INFO: CNO WASHINTON DC//N45//
COMNAVSEASYSCOM WASHINGTON DC//OOC//
COMSC WASHINGTON DC//N00/N00EP/N3/N7//
NFESC PORT HUENEME CA//112//
COGARD NATIONAL RESPONSE CENTER WASHINGTON DC//JJJ//
MAJOR CLAIMANT//JJJ//
LEGSVSSUPGRU OGC//ELO//

Addressee and info blocks for hazardous substance spills/releases in international and foreign territorial waters:

FROM: SHIP NAME
TO: NOSC
OPERATIONAL COMMANDER

INFO: CNO WASHINGTON DC//N45//
COMNAVSEASYSCOM WASHINGTON DC//OOC//
COMSC WASHINGTON DC//N00/N00EP/N3/N7//
NFESC PORT HUENEME CA//112//
MAJOR CLAIMANT//JJJ//
LEGSVSSUPGRU OGC//ELO//
(And other organizations as appropriate)

Body of Hazardous Substance Spill/Release Report:

UNCLAS//NO5090//
MSGID/GENADMIN/ORIGINATOR//
SUBJ/ HS Release Report (Report Symbol OPNAV 5090-3) (MIN: CONSIDERED)
RMKS/

1. GMT DTG RELEASE OCCURRED/DISCOVERED:

2. ACTIVITY/SHIP ORIGINATING RELEASE: (Ships: list name, hull number. For non-Navy spills discovered by ship; list name of responsible party. For spills from unknown source; indicate whether spill is thought to have originated from Navy activity.)

3. RELEASE LOCATION: (At sea; list lat/long, distance to nearest land; in port; list port name and specific location.)

4. TYPE OF OPERATION AT SOURCE: (Ship, pipeline, paint shop, etc.)

5. TYPE OF CONTAINER FROM WHICH SUBSTANCE(S) ESCAPED: (55 gal drums, bags, tank truck, etc. Estimate number of containers damaged or dangerously exposed.)

6. DESCRIPTION OF HS RELEASED: (Consider container labels and user directions, HM reference books, personal knowledge, etc. Be concise but complete.)

   If substance know: give chemical and/or product names, formula, synonym(s) if known, physical and chemical characteristics, and inherent hazards.

   If substance unknown: describe appearance, physical and chemical characteristics and the actual and potential hazards observed. Example: Substance is a colorless to light yellow liquid, highly irritating to eyes and nose, smells like peach pits, vaporizing quickly.

7. FIELD TESTINGS: (If none, so state; indicate findings, conclusions.)

8. ESTIMATED AMOUNT RELEASED: (Best estimate of weight/volume. For continuous release estimate amount left in container and rate of release.)

9. CAUSE OF RELEASE: (Describe the specific cause of release; account for any personnel error, equipment failure, accident or Act of God directly contributing to the release.)

10. RELEASE SCENE DESCRIPTION: (Describe scene of release, include information about the physical characteristics; size and complexity of release; actual and potential danger or damage to the immediate area and the surrounding environment, including weather conditions if relevant.)

11. NOTIFICATIONS MADE AND ASSISTANCE REQUIRED: (List all organizations informed of release in and out of Navy jurisdiction; include Federal, State and local authorities, National Response Center, response teams, fire departments, hospitals, etc.; specify kind of assistance required from these organizations.)

12. DESCRIBE CONTROL AND CONTAINMENT ACTIONS TAKEN/PLANNED: (If none, state reason; specify method used to control and contain release, indicate parties carrying out response.)

13. DESCRIBE CLEANUP ACTIONS TAKEN/PLANNED (If none, state reason.; indicate whether cleanup is made by on-site or off-site treatment, method used, parties involved, and the eventual disposal area.)

14. CONTACT FOR FURTHER INFORMATION (Name, code, telephone number.)

15. STATE AND LOCAL CORRECTIVE ACTION TAKEN: (If applicable.)

16. ADDITIONAL COMMENTS:

APPENDIX A

TELEPHONE LOG

DATE_____ USNS _____ CALL SIGN _____

NATIONAL RESPONSE CENTER
(800) 424-8802 *Report spills in U. S. waters,
Canada Territorial Waters, Mexico Territorial Waters and Panama Canal.

DTG OF CALL _____ PERSON CONTACTED_____

DISCUSSION SUMMARY

_____
_____
_____
_____
_____
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NAVY ON SCENE COORDINATOR (NOSC)
*Report all spills to appropriate NOSC
(See list in Appendix B)

DTG OF CALL _____ PERSON CONTACTED_____

DISCUSSION SUMMARY

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APPENDIX A

TELEPHONE LOG

DATE_____ USNS _____ CALL SIGN _____

COMSC
(202) 685-5155 * Report major spills to COMSC

DTG OF CALL _____ PERSON CONTACTED_____

DISCUSSION SUMMARY

MSC AREA COMMANDS
*Report all spills to appropriate MSC Area/Subarea Command
(See list in Appendix B)

DTG OF CALL _____ PERSON CONTACTED_____

DISCUSSION SUMMARY

APPENDIX A

TELEPHONE LOG

DATE_____ USNS _____ CALL SIGN _____

FLEET COMMANDER
Report all spills to appropriate Fleet Commander
(Will normally be notified by Command Center Duty Officer)

[ ] CINCLANTFLT [ ] CINCPACFLT [ ] CINCUSNAVEUR
(See Appendix B for contact numbers)

OR
[ ] CNO at NATIONAL COMMAND CENTER (NCC)
(703) 695-0231/5696 DSN (312) 225-0231

OR
[ ] NATIONAL MILITARY COMMAND CENTER (NMCC)
(703) 697-6340 DSN (312) 227-6340

DTG OF CALL _____ PERSON CONTACTED_____

DISCUSSION SUMMARY
_____
_____
_____
_____
_____

OPERATIONAL COMMANDER
Report all spills to appropriate Operational Commander
(Will normally be notified by Command Center Duty Officer)

DTG OF CALL _____ PERSON CONTACTED_____

DISCUSSION SUMMARY
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_____

TELEPHONE LOG

DATE_____ USNS _____ CALL SIGN _____

MSC REPRESENTATIVE/SHIP'S AGENT
Report all spills to appropriate MSC Representative/Ship's Agent
(See list in Appendix B)

TELEPHONE NO. _____
DTG OF CALL _____ PERSON CONTACTED_____

DISCUSSION SUMMARY
_____
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_____

USCG CAPTAIN OF THE PORT (COTP)
Report all spills in U. S. waters to the appropriate USCG Captain of the Port.
(See list in Appendix B)

TELEPHONE NO _____
DTG OF CALL _____ PERSON CONTACTED_____

DISCUSSION SUMMARY
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APPENDIX A

TELEPHONE LOG

DATE_____ USNS _____ CALL SIGN _____

STATE / LOCAL AGENCY

Report spills to the appropriate State agency, if required.
(See list in Appendix B).

AGENCY _____
TELEPHONE NO _____
DTG OF CALL _____ PERSON CONTACTED_____

DISCUSSION SUMMARY
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_____

COUNTRY CONTACT

Report all spills in Foreign Territorial waters to the appropriate country agency.
Report all spills in international waters to the nearest country that is likely
to be affected by the spill.
(See list in Appendix B).

AGENCY _____
TELEPHONE NO _____
DTG OF CALL _____ PERSON CONTACTED_____

DISCUSSION SUMMARY
_____
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_____
_____
_____
_____

Appendix A

Operational Spills

Procedures for the crew to mitigate or prevent a discharge resulting from shipboard operational activities have been developed for the following operations:

- Transfer System Discharge (Leaks in Transfer Piping)
- Tank Overflow
- Hull Leakage

The actions listed in these operational procedures consist of nine phases as described in the MSC Damage Control Manual. These phases are:

- Discovery and Notification
- Initiation of Action
- Evaluation
- Containment and Damage Control
- Dispersion of Gases/Vapors
- Cleanup and Decontamination
- Disposal of Contaminated Materials
- Certification of Re-entry
- Follow-up Reports

These response phases may be performed independently or jointly depending on the spill scenario. The Master is encouraged to modify these checklists as necessary to suit the equipment and personnel aboard a specific ship.

Appendix A

Operational Spills — Transfer System Discharge

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
Stop pumping/product flow.					1
Verify scuppers are secured/plugged.					1
Isolate affected line.					1
Notify transfer facility.					1
Alert and evacuate all personnel from areas that may be exposed to the spilled material.					
Cordon off the affected area.					1
Drain affected line.					1
Predict spill movement and prevent spill from entering other compartments.					1
Test atmosphere in spill area for presence of explosive gases or contaminants.					1
Disperse gases or vapors.					1
Eliminate any fire or explosion hazards.					1,2
If necessary, fight fire, being careful to use firefighting methods compatible with the material involved.					1,2
Initiate oil spill removal and verify containment; contain spilled material using barriers, sorbents or other equipment to stop the flow.					1,3
Initiate relevant notifications.					1,4

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
Survey extent of incident.					1,5
If necessary, coordinate shoreside clean-up support resources.					1,6
Clean up and decontaminate effected area; thoroughly ventilate areas affected.					1
Dispose of contaminated materials in accordance with HW procedures.					1,7
Ascertain cause of casualty.					1
Certify areas affected by spill are safe for re-entry.					1
Prepare follow-up report.					1

References:
1. MSC Damage Control Manual (COMSCINST 3541.5D).
2. See Fire/Explosion Checklist.
3. Use portable air driven pumps and absorbent materials.
4. See Notification Checklist (A-2).
5. See Stress and Stability Assessment Checklist.
6. See Appendix B of this Plan.
7. OPNAVINST 5100.19C, Chapter B3; NAVOSH Program Manual for Forces Afloat.

Appendix A

Operational Spills — Tank Overflow

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
Stop pumping/product flow.					1
Verify scuppers are secured/plugged.					1
Secure isolation valves.					1
Notify transfer facility.					1
Alert and evacuate all personnel from areas that may be exposed to the spilled material.					
Cordon off the affected area.					1
Reduce affected tank level by gravity transfer or pumping.					1
Predict spill movement and prevent spill from entering other compartments.					1
Test atmosphere in spill area for presence of explosive gases or contaminants.					1
Disperse gases or vapors.					1
Eliminate any fire or explosion hazards.					1,2
If necessary, fight fire, being careful to use firefighting methods compatible with the material involved.					1,2
Initiate oil spill removal and verify containment; contain spilled material using barriers, sorbents or other equipment to stop the flow.					1,3
Initiate relevant notifications.					1,4
Survey extent of incident.					1,5

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
If necessary, coordinate shoreside clean-up support resources.					1,6
Clean up and decontaminate effected area; thoroughly ventilate areas affected.					1
Dispose of contaminated materials in accordance with HW procedures.					1,7
Ascertain cause of casualty.					1
Certify areas affected by spill are safe for re-entry.					1
Prepare follow-up report.					1

References:
1. MSC Damage Control Manual (COMSCINST 3541.5D).
2. See Fire/Explosion Checklist.
3. Use portable air driven pumps and absorbent materials.
4. See Notification Checklist (A-2).
5. See Stress and Stability Assessment Checklist.
6. See applicable Captain of the Port zone in Appendix C of this Plan.
7. OPNAVINST 5100.19C, Chapter B3; NAVOSH Program Manual for Forces Afloat.

Appendix A

Operational Spills — Hull Leakage

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
Stop pumping/product flow.					1
Isolate affected tank.					1
Notify transfer facility.					1
Alert and evacuate all personnel from areas that may be exposed to the spilled material.					1
Cordon off the affected area.					1
Reduce head pressure in suspected tank(s).					1
Predict spill movement and prevent spill from entering other compartments.					1
Test atmosphere in spill area for presence of explosive gases or contaminants.					1
Disperse gases or vapors.					1
Eliminate any fire or explosion hazards.					1,2
If necessary, fight fire, being careful to use firefighting methods compatible with the material involved.					1,2
Initiate oil spill removal and verify containment; contain spilled material using barriers, sorbents or other equipment to stop the flow.					1,3
Initiate relevant notifications.					4
Determine rate of flow/loss and impact on stability and stress.					1,5
Survey extent of incident.					1,5

ACTION	Master	First Officer	HM/HW Coordinator	Watch Officer	Ref.
If necessary, coordinate shoreside clean-up support resources.					1,6
Clean up and decontaminate effected area; thoroughly ventilate areas affected.					1
Dispose of contaminated materials in accordance with HW procedures.					1,7
Ascertain cause of casualty.					1
Certify areas affected by spill are safe for re-entry.					1
Prepare follow-up report.					1

References:
1. MSC Damage Control Manual (COMSCINST 3541.5D)/Ship's DC Book.
3. See Fire/Explosion Checklist.
3. Use portable air driven pumps and absorbent materials.
4. See Notification Checklist (A-2).
5. See Stress and Stability Assessment Checklist.
6. See applicable Captain of the Port zone in Appendix C of this Plan.
7. OPNAVINST 5100.19C, Chapter B3; NAVOSH Program Manual for Forces Afloat.

Appendix A

Casualties and Emergencies

Procedures for the crew to mitigate or prevent a discharge resulting from casualties or emergencies have been developed for the following:

- Grounding and Collision
- Fire/Explosion
- Hull Failure
- Excessive List
- Equipment Failure (Engineering Casualty)

- Stress and Stability Assessment
- Emergency Cargo Transfer
- Towing and Salvage
- Recordkeeping and Sampling

The Master is encouraged to modify these checklists as necessary to suit the equipment and personnel aboard a specific ship.

Appendix A

Casualties and Emergencies **Grounding and Collision**

ACTION	Master	Chief Engineer	First Officer	Second Officer	Repair Party	Ref.
Sound alarm to alert vessel's crew and other vessels in the vicinity.						1
Ascertain vessel's position.						
Close watertight doors, fire screen doors and secure ventilation.						
Deploy Damage Control Team and determine extent of damage. Visual inspection and trim/list of ship. Ullage all cargo and bunker tanks and sound void spaces. Check watertight integrity of all compartments. Take soundings around the ship and determine nature of bottom.						2
Plot damage area on DC display and establish secondary flooding boundaries.						
Set condition "Emergency."						
Initiate relevant notifications.						3
Transfer cargo from affected tank(s) and/or consider lightering assistance.						
Determine need for salvage and clean-up assistance.						4,6
Monitor weather, sea conditions and tidal effects on vessel.						

ACTION	Master	Chief Engineer	First Officer	Second Officer	Repair Party	Ref.
Calculate ship's stability status and determine if vessel can be safely refloated (obtain damage stability assessment).						5

Notes:

1. For collision, provide the Master of the other vessel the name, port of registry, port of origin and destination of the ship.
2. Careless opening of ullage plugs, sighting ports, etc. may result in loss of buoyancy.
3. See Notification Checklist (A-2).
4. In grounding, the Master shall consider the following points:
   - Danger to vessel and crew if the vessel should slide off the grounding site, or be shifted by tide/current.
   - Danger of the vessel being broken up by heavy seas.
   - Health hazards to vessel's complement and/or local population due to release of hazardous substances in dangerous concentrations.
   - Danger of fire due to release of flammable substances.
   - Vessel's exposure to torsion.
   - Danger of damage to propeller, rudder and propulsion machinery if refloated.
   - State of tide at grounding.
   - Setting the anchors.
   - Taking on ballast to firmly ground the ship.
5. When the ship can be maneuvered, the Master may consider moving the ship to a more suitable location for repair work, lightering operations or to reduce the threat posed to sensitive shoreline areas.
6. In a collision, the Master shall consider the following points:
   - If vessels are interlocked, is it prudent to remain interlocked or to separate?
   - Will these actions enlarge the spill?
   - Will these actions affect the stability and safety of the vessel?
   - Danger of sparks or extreme heat when separating causing fire and/or explosion.
   - If separation is possible, maneuver to bring vessel upwind of any oil slick.

Appendix A

Casualties and Emergencies **Fire/Explosion**

ACTION	Master	Chief Engineer	First Officer	Deck Watch Officer	Senior Eng. Watch Officer	Ref.
Alert vessel's crew (sound General Alarm) and other vessels in vicinity.						
Determine location and extent of casualty.						
Take appropriate emergency action.						
Initiate damage control and firefighting action.						
Direct use of fixed Halon system.						
Evaluate damage control reports.						
Direct plotting of fire spread and firefighting progress on the status board.						
Direct countermeasures in areas outside machinery spaces.						
Direct evacuations and movements of backup personnel.						
Direct dewatering of flooded compartments.						
Direct firefighting efforts in machinery spaces.						
Secure all ventilation systems.						
Close firescreen doors (master switch).						
Close watertight doors that are Bridge controlled.						
Maneuver or stop ship.						
Start fire pumps, begin dewatering and de-energize spaces upon direction from Bridge.						
Activate the fixed Halon system.						

ACTION	Master	Chief Engineer	First Officer	Deck Watch Officer	Senior Eng. Watch Officer	Ref.
Initiate relevant notifications.						1
Determine need for salvage assistance.						

Notes: 1. See Notification Checklist (A-2)

IN PORT

When alerting local authorities and Fire Department, provide the following information:

- Name of the vessel and nationality.
- Name of berth or terminal or other ACCURATE ADDRESS.
- Type of vessel, type of incident and cargo
- Number of injured and missing personnel

AT SEA (Not in U. S. waters)

- Notify the nearest coastal state of condition of the vessel and risk of pollution, if any.
- Notify the nearest Rescue Coordination Center (via AMVER)

2. See Appendix B of this plan.

Appendix A

Casualties and Emergencies — Hull Failure

ACTION	Master	Chief Engineer	First Officer	Deck Watch Officer	Ref.
Alert vessel's crew and other vessels in vicinity.					
Determine extent of damage: Visual inspection and trim of ship. Ullage all cargo and bunker tanks and sound void spaces. Check watertight integrity of all compartments that have contact with the sea.					1
Initiate required company and relevant authority notification.					2
Initiate oil spill removal and verify containment (if applicable).					
Isolate affected areas					
Transfer cargo from affected tank(s) and/or consider lightering assistance.					
Determine need for salvage and clean-up assistance.					
Monitor weather and sea conditions, and their effects on vessel.					

Notes:
1. Careless opening of ullage plugs, sighting ports, etc. may result in loss of buoyancy.
2. See Notification Checklist (A-2).

Appendix A

Casualties and Emergencies — Excessive List

ACTION	Master	Chief Engineer	First Officer	Watch Officer	Ref.
Alert vessel's crew.					
Stop pumping/product flow.					
Notify transfer facility (if applicable).					
Secure isolation valves.					
Change to corrective tanks to rectify situation.					
Conduct perimeter survey.					
Initiate required company and relevant authority notification (if applicable).					1
Initiate oil spill removal and containment (if applicable).					

Notes: 1. See Notification Checklist (A-2).

Appendix A

Casualties and Emergencies — Equipment Failure (Engineering Casualty)

Loss of propulsion equipment, steering or other machinery may pose serious risks to the crew and vessel. The Master shall evaluate the incident and take immediate action to protect the crew and the vessel.

ACTION	Master	Chief Engineer	First Officer	Watch Officer	Ref.
Alert vessel's crew and other vessels in vicinity.					
Verify vessel's position.					
Establish and maintain scheduled communications with appropriate maritime/government agency.					
Determine if crew can effect repair.					1
Determine need for salvage/towing assistance.					
Initiate relevant notifications.					2

Notes:
1. See Notification Checklist (A-2).
2. Refer to class specific Engineering Casualty Control Manuals or Engineering Casualty Bill in Damage Control Manual.

Assistance in calculating damage stability and hull stress is available from MSC Headquarters and SUPSALV.

Should the damage sustained by the vessel be of such magnitude that the impact of internal transfers of cargo on stress and stability cannot be accurately computed onboard, the following information will be required by the shoreside group providing damage stability calculations:	**Master**	**Chief Engineer**	**First Officer**	**Watch Officer**	**Ref.**
(a) Loading Condition (Intact) 1 Cargo/Ballast – amount and disposition. 2 Loaded Draft – when free floating.					
3 Fuel Oil – amount and disposition.					
(b) Damage 1 Location and extent..					
(c) Condition of the ship 1 Extent to which aground (soundings around ship). 2 Draft – forward, amidships (P & S), aft. 3 Cargo and fuel – loss or change in amount of disposition. 4 Action already taken.					
(d) Local Conditions 1 Tide – range and whether rising or falling. 2 Wind strength and direction. 3 Sea and swell – height and direction. 4 Current. 5 Weather forecast. 6 Air and sea temperatures. 7 Nature of bottom. 8 Other locally significant features.					

This list covers only the minimum information required. Any additional information that might be of use should also be included. Changes in ship condition should be reported promptly. The importance of relaying all the required information as soon as possible cannot be over-emphasized.

Appendix A

Casualties and Emergencies — Emergency Cargo Transfer

Emergency transfer of cargo or bunkers may be necessary to prevent or mitigate discharge of oil during some casualties. Detailed ship to ship transfer procedures are found in the ICS/OCIMF *Ship to Ship Transfer Guide (Petroleum)*, located in the ship's library.

ACTION	Master	Chief Engineer	First Officer	Deck Watch Officer
Ensure that bitts of sufficient strength are available to receive mooring lines.				
Establish communications with lightering vessel and discuss ship interface requirements, method of approach and mooring procedures.				
Obtain weather forecast and consider effects of weather on operation.				
Test engines, steering gear, controls and navigation equipment.				
Check fenders and handling equipment (if applicable).				
Plug and seal scuppers.				
Determine effects of ship to ship electric currents and necessary precautions.				
Establish efficient deck watch paying particular attention to moorings, fenders, hoses and manifold observation.				
Eliminate sources of ignition and prevent flammable vapors from entering engine room and accommodation spaces.				
Check and prepare firefighting and anti-pollution equipment.				

Appendix A

Casualties and Emergencies — Towing and Salvage

Emergency towing may be necessary to reduce the impact of a vessel casualty. A timely call for assistance may avert a major disaster. Even small tugs are capable of influencing the drift direction of a disabled ship and should be considered if suitable salvage tugs are not readily available. Refer to Towing and Salvage bill in the Damage Control Manual for more detailed instructions.

ACTION	Master	First Officer	Towing Master
Establish communication with Towing Master and discuss the size, horsepower and maneuverability of towing vessel.			
Determine towing arrangement (bow or stern).			
Determine method of making the towing connection.			
Arrange necessary deck gear (towing wire, bridle, anchor chain).			
Determine means of transferring the towing hawser (line throwing guns, helicopter, grappling hooks, etc.).			
Choose fixed fairlead/chock with maximum radius of curvature.			
Maintain emergency equipment on hand to cut or cast off the towline.			
Maintain continuous communication with towing vessel, and coordinate engine and navigation requirements.			
Keep Area Commander advised of all actions.			

Appendix A

Casualties and Emergencies Recordkeeping and Sampling

ACTION	Master	First Officer	Ref.
Log the following: (No speculation, facts only)			1
When, where and what happened.			
Estimated amount and observed movement of oil spilled.			
Notification made (to whom).			
Communication with authorities, managers and other parties.			
Action taken by crew.			
Damage sustained.			
Assistance received/requested.			
Actions taken by shore personnel.			
Personnel casualties.			
When authority transferred to NOSC.			
Weather conditions, wind direction, set of current.			
Document the spill (photo/video/audio).			
Obtain samples of spilled oil (if possible) wearing proper personal protection equipment and taking necessary safety precautions.			2
Take duplicate samples from multiple locations.			
Take samples from locations where oil is observed on water (if possible).			

Appendix A

Casualties and Emergencies **Recordkeeping and Sampling (cont'd)**

ACTION	Master	First Officer	Ref.
Seal samples and mark with date and location.			
Have non-crewmember authenticate samples (e.g., USCG, Harbor Master).			

Notes: 1. If incident occurred at sea, the following items shall be available:
- A complete record of all communications during the voyage.
- Charts used during the voyage, with all route markings retained.
- All information received regarding weather and sea conditions.
- Ensure that any Coast Guard contacted after the incident is asked to retain recording of VHF TRAFFIC and RADAR PLOTS.

2. As pollution control authorities will probably also require samples for their own use, collection of samples should be undertaken as a joint exercise with samples being split between the parties and authenticated at the same time (use Lube Oil sampling bottles).

3. If possible obtain samples from damaged tanks and from spill site.

4. Refrigerate the samples.

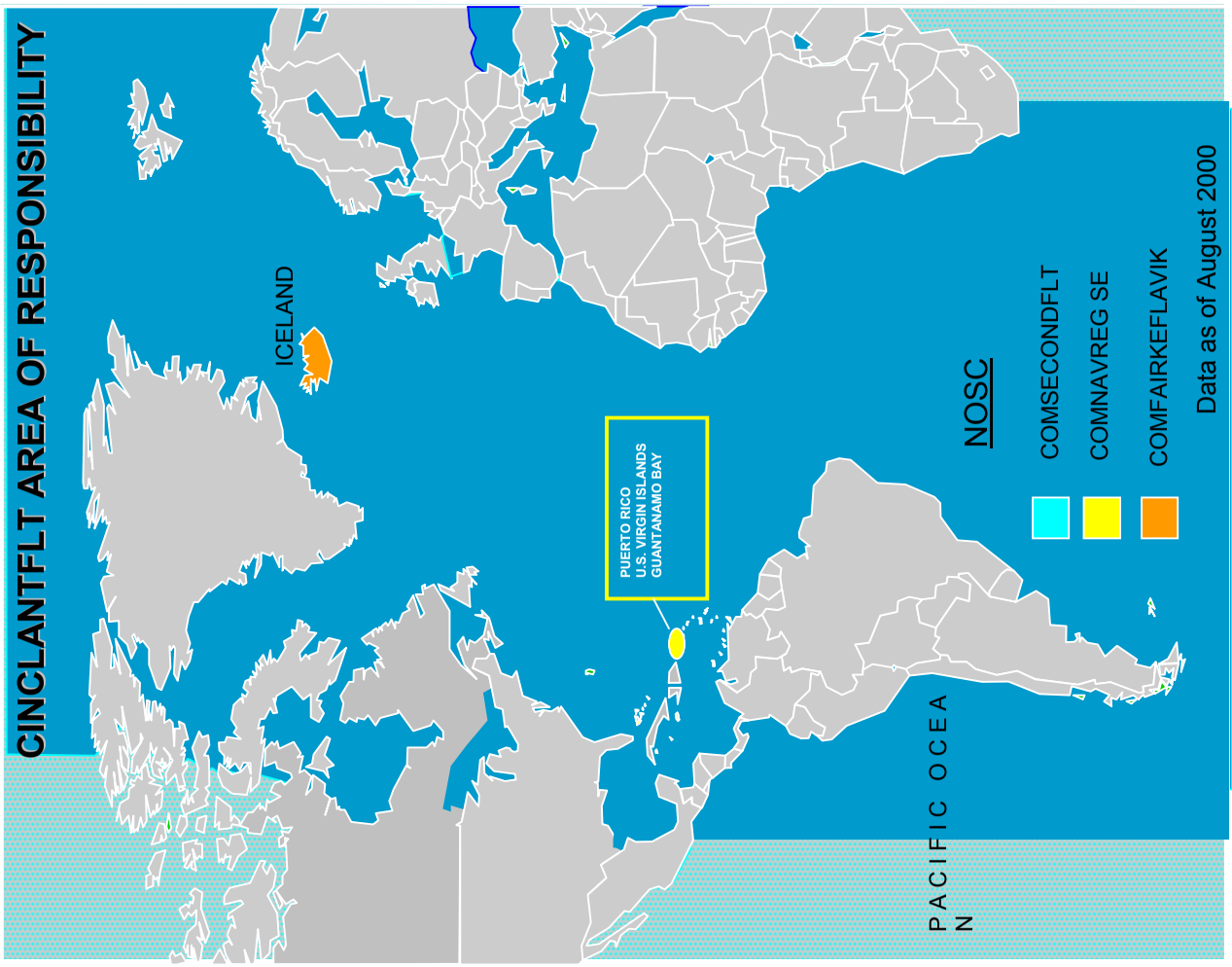
APPENDIX B

CONTACT LISTS

1. Contact lists are provided for:

NAVY ON SCENE COORDINATORS AREAS OF RESPONSIBILITY

Data as of August 2000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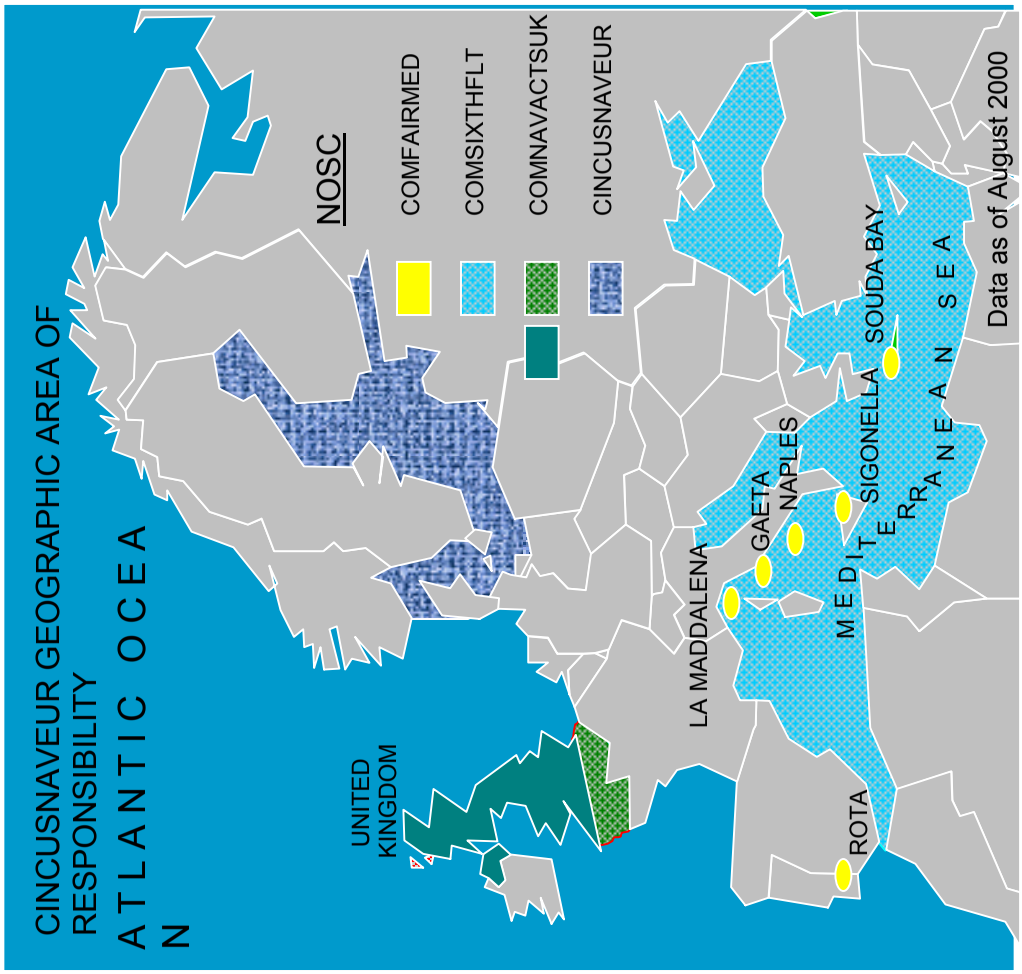
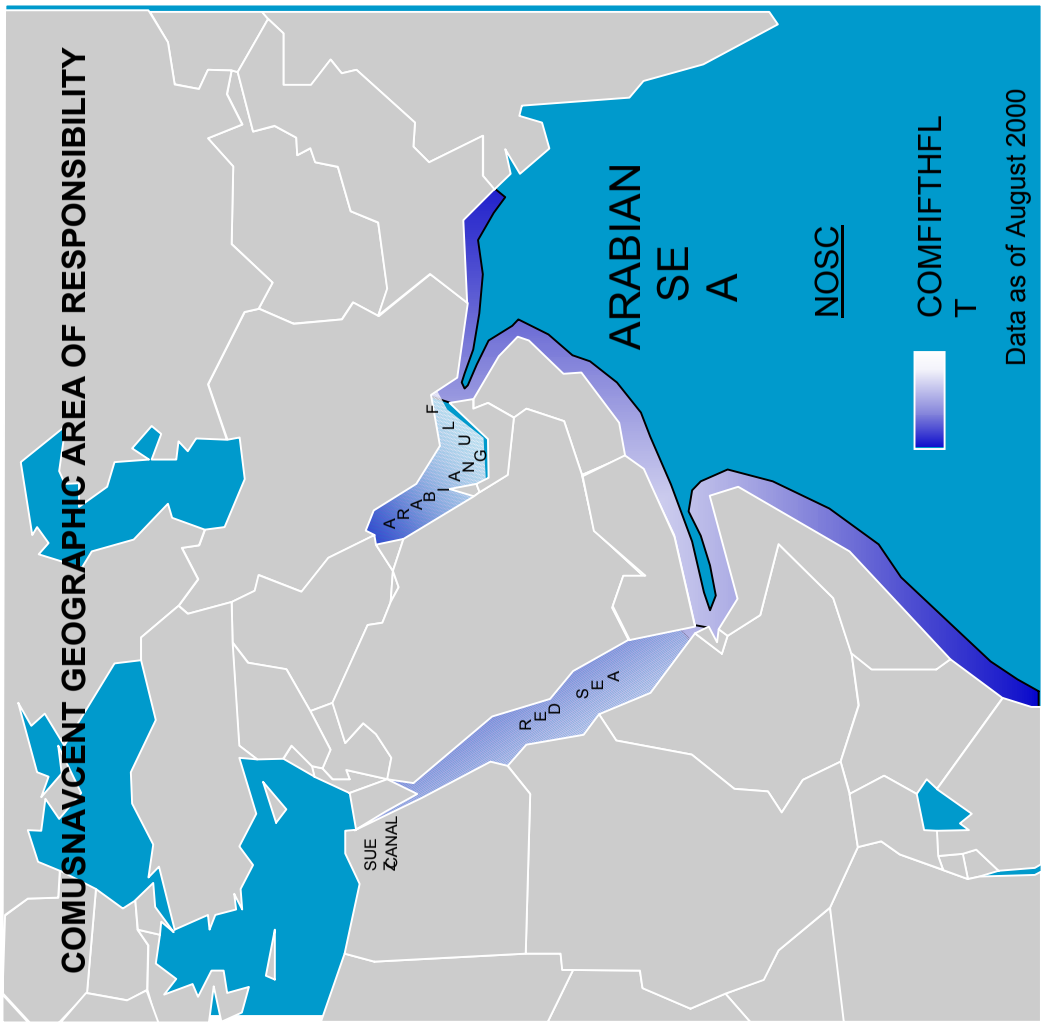
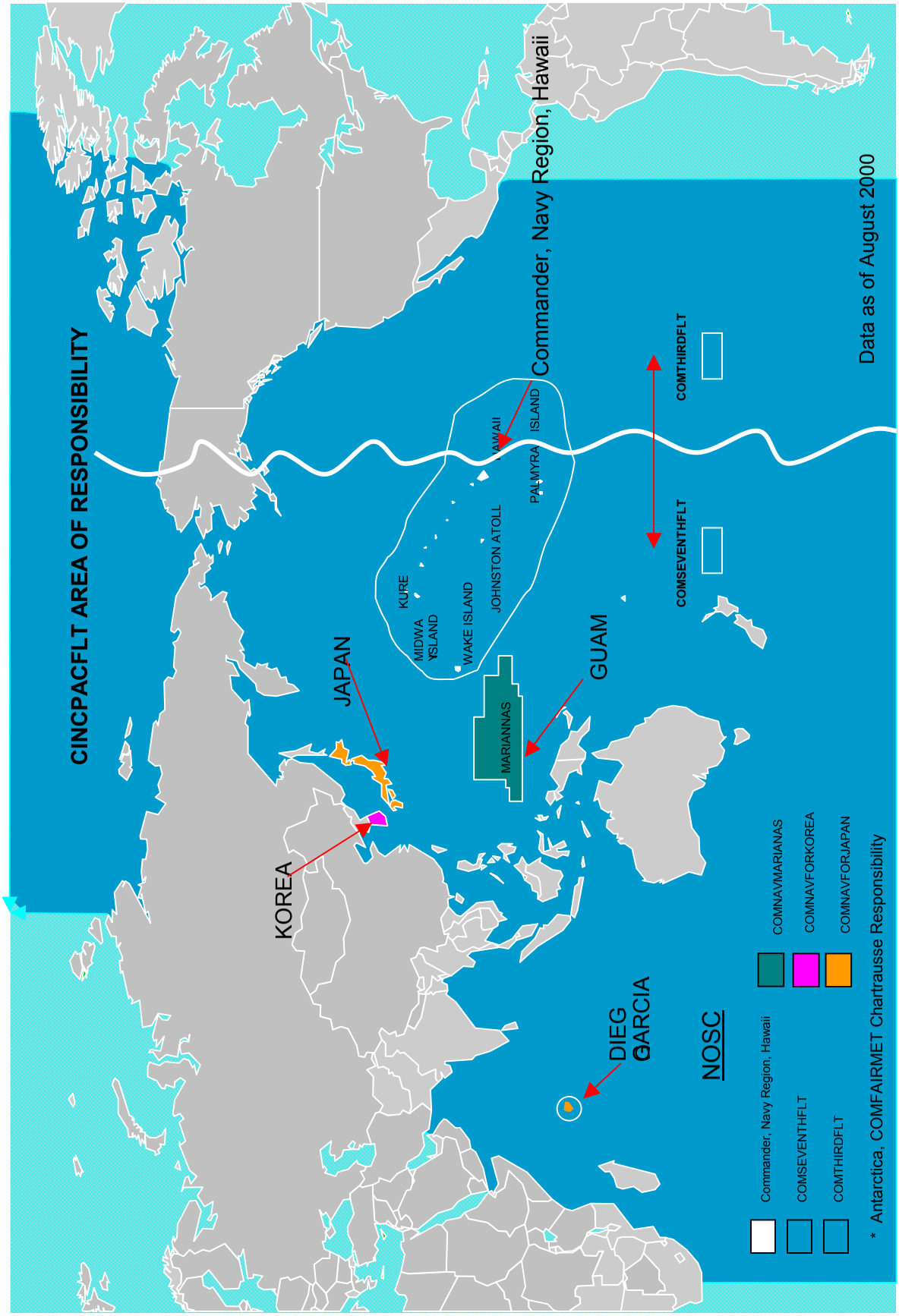
ICELAND
PUERTO RICO
U.S. VIRGIN ISLANDS
GUANTANAMO BAY
NOSC
COMSECONDFLT
COMNAVREG SE
COMFAIRKEFLAVIK
Data as of August 2000
PACIFIC OCEA
N


CINCUSNAVEUR GEOGRAPHIC AREA OF RESPONSIBILITY
ATLANTIC OCEAN
NOSC
COMFAIRMED
COMSIXTHFLT
COMNAVACTSUK
CINCUSNAVEUR
UNITED KINGDOM
LA MADDALENA
GAETA
NAPLES
SIGONELLA
SOUDA BAY
ROTA
MEDITERRANEAN SEA
Data as of August 2000


COMUSNAVCENT GEOGRAPHIC AREA OF RESPONSIBILITY
ARABIAN SEA
NOSC
COMFIFTHFLT
Data as of August 2000
RED SEA
SUEZ CANAL
ARABIAN GULF


CINCPACFLT AREA OF RESPONSIBILITY
Commander, Navy Region, Hawaii
Data as of August 2000
COMTHIRDFLT
COMSEVENTHFLT
HAWAII ISLAND
PALMYRA
JOHNSTON ATOLL
WAKE ISLAND
MIDWAY ISLAND
KURE
MARIANNAS
GUAM
JAPAN
KOREA
DIEGO GARCIA
NOSC
Commander, Navy Region, Hawaii
COMSEVENTHFLT
COMTHIRDFLT
COMNAVMARIANAS
COMNAVFORKOREA
COMNAVFORJAPAN
* Antarctica, COMFAIRMET Chartrausse Responsibility

OIL SPILL RESPONSE TELEPHONE CONTACTS

A. Military Sealift Command

COMSCLANT

Activity	Location	DSN	Commercial	24 hr	Fax
Commander, MSCLANT	Norfolk	564-1485	(757) 443-5697 (Environmental Prot)	(800) 225-0256 PIN 1409385 Page	(757) 443-5694
COMSCLANT Unit	Port Canaveral	854- 7616	(407) 494-7616	(407) 494-7612 or (407) 494-7613	(407) 494-5694
MSC Surge Unit	New Orleans	678-1167	(504) 678-1708 - OIC	(504) 678-1167	(504) 678-1166
MSC Unit	Houston	954-2801	(281) 481-2486 – OIC	(281) 806-0372	(281) 481-8170

COMSCEUR

Activity	Location	DSN	Commercial	24 hr	Fax
COMSCEUR	Naples, Italy	626-3124	011-39-81-568-3124 Ops Ofr Cdr Simmons	011-39-335-800-1810 (cell ph) SDO	011-39-81-568-3800
COMSCEUR-Det	London, UK	235-5322	011-44-181-385-5322 (SDO) Cdr. Land	011-44-802-756-030 (cell ph)	011-44-181-385-5195
COMSC Office	Benelux, Rotterdam	362-2456 362-2248	011-31-10-459-2358 LT Womble	011-44-802-241-234 (cell ph) SDO	011-31-10-459-2246
COMSC	Southwest Asia (Bahrain)	318-439-4638	011-973-72-4638	011-973-948-8336 SDO (pager)	011-973-72-4107

COMSCPAC

Activity	Location	DSN	Commercial	24 hr	Fax
COMSCPAC Cmd & Ctrl Ctr	San Diego	524-9652	1-888-559-7965 CDO	(619) 524 - 9652	(619) 524 - 9735
MSCO	Concord	350-2082→ 350-2080→	Marv Wagner (510) 246-2082 Tom Thomas (510) 246-2080	Call CDO San Diego No.	(510) 246-2148
MSC Det.	Anchorage	(317) 552-4813	(907) 552-4813 Ron Kahlenbeck	Call CDO San Diego No	(907) 552-3913
MSCO	Seattle	941-3908	(206) 764-6570	Call CDO San Diego No	(206) 526-3910
MSCO	Port Hueneme	551-5790 551-5791	(805) 982-5790/ 5791 Bobby Dixon	Call CDO San Diego No	(805) 982-5793

OIL SPILL RESPONSE TELEPHONE CONTACTS

COMSCFE

Activity	Location	DSN	Commercial	24 hr	Fax
COMSCFE	(SEVENTHFLT AOR)	269-6138 or 269-6542 or 269-6625	011-81-311-769-6138 (Ops)	011-81-311-769-6542 or 6625 (SDO)	011-81-311-769-6622 DSN 269-6622 Telex 3822178
COMLOG WESPAC		421-2470 or 2414	011-65-750-2598 or 2579	011-65-750-2598 or 2579	011-65-750-2469
MSCO	Western Pacific (Detach. Guam)	339-7225	011-671-339-7225 (Ops)	011 671-339-5161 (SDO)	011 671-339-5209 DSN Fax 339-5209
MSCO	Western Pacific (Detachment Singapore)	421-2580	011-65-750-2565 Ops 011-65-724-4879	011-65-750-2580	011-65-257-5014
Note: COMSCFE SDO can relay info if contact cannot be made					
MSCO	Naha (Okinawa)	637-7686 Fax 637-7693	011-098-857-8204 or 857-7693	Refer to COMSCFE	011-098-857-8204 or 857-7693
MSCO	Diego Garcia		011-246-370-4788	INMARSAT 873-938-6911	011-246-370-3969
MSC Unit	Diego Garcia	370-4788 (OIC/Fax)	011-246-370-4788	INMARSAT 873-938-6911	246-370-3969
COMPSRON 2 Prep. Ships Squadron 2	Diego Garcia *Flagship Hauge* Alt *Flagship Phillips*	370-7111 → →	INMARSAT 011-873-150-0554 011-873-150-1642	011-873-153-7602	
COMPSRON 3 Prep. Ship Squadron 3	(Guam/Saipan) *Flagship Lummus Alt Flagship Button*	336-78-2610 → →	INMARSAT 011-872-150-1271 011-872-150-1272	INMARSAT is 24-hr or Refer to COMSCFE	011-872-336-76210

*Refer to COMCSFE if no answer.

OIL SPILL RESPONSE TELEPHONE CONTACTS

NOSC
CINCLANTFLT

Activity	Address	Point of Contact	Tel/Fax/DSN/Pager
Commander in Chief, U.S. Atlantic Fleet	1562 Mitscher Ave., Suite 250 Norfolk, VA 23551-2487 Command Center	Dave Daly Daleydw@clf.navy.mil	T 808-474-7281 F 808-474-5494 DSN 836-5397
Commander, Submarine Group 2 - NE Region (includes Regions 1 & 2)	Grenfel Hall, Bldg. 439 Naval Sub Base NLON Groton, CT 06349-5100 (Major Claimant: CINCLANTFLT	Bob Jones (Code 01E) Rfjones@worldnet.att.net	T 860-694-3976 F 860-449-2229 DSN 241-4275/3676
Commander, Naval Base Norfolk Region Mid Atlantic	1530 Gilbert Street, Suite 2200 Norfolk, VA 23511-2797 (Major Claimant: CINCLANTFLT)	Code N3 Bill lMcGowan	T 757-444-3009 F 757-444-1163 DSN 262-2866/2867
Commander, Fleet Air Keflavik (Reports to NE Region on 1 Oct. 97)	PSC 1003, Box 2 FPO AE 09728-0302 (Major Claimant: CINCLANTFLT)	ENS Michael Meno Code 60E Environ Office	DSN 450-6299 F 011-354-425-2948 T 011-354-425-6404 DSN 450-6404
Commander, Navy Region Southeast (Puerto Rico, Virgin Islands, Carribbean, Jacksonville, Panama area)	Box 102 NAS Jacksonville FL 32212-0102 wallmeyerj@jaxm.navy.mil (Major Claimant: CINCLANTFLT)	Jerry Wallmeyer Dominic Broadus (Code N4)	904-542-5218 904-542-2414
Commander, Second Fleet	FPO AE 09506-6000 (Major Claimant: CINCLANTFLT)	CAPT Stringer (Code J33) CDR Bill Collins (Code J33A)	T 757-445-8610 T 757-444-7201 (24 hr) DSN 564-7201

SURFLANT

Activity	Address	Point of Contact	Tel/Fax/DSN/Pager
SURFLANT	1430 Mitscher Ave. Norfolk, VA 23551-2494	SDO	(757) 322-3132 DSN 836-3132

OIL SPILL RESPONSE TELEPHONE CONTACTS

NOSC
CINCPACFLT

Activity	Address	Point of Contact	Tel/Fax/DSN/Pager
Commander in Chief, US Pacific Fleet Command Center	250 Makalapa Drive (N465) Pearl Harbor, HI 96860-7000 Attn: N46SS	Caroyln Winters Wintercl@cpf.navy.mil	T (808) 471-7281 F (808) 474-5494 DSN 471-7281
Commander, Navy Region Southwest	937 N. Harbor Drive San Diego, CA 92132-5100 (Major Claimant: CINCPACFLT) Command Center →	John Owens (Code N31) Ops Duty Officer→	T (619) 532-1824 F (619) 532-2288 DSN 522-2210
Commander, Navy Region Hawaii	517 Russell Ave. Facilities & Environment, STE 110 Emergency Response Coordinator Pearl Harbor HI 96860-4884 (Major Claimant: CINCPACFLT)	L. Paul Teasley (Code N423)	T (808) 471-4785 F (808) 474-2328 DSN 474-2328
Commander, Navy Region NW	1103 Hunley Road Silverdale, WA 98315-1103 (Major Claimant: CINCPACFLT)	Bob Campagna (Code N4) Sven Eklof	T (360) 315-5400 F (360) 315-5009 DSN 322-5400
Commander, Naval Forces Japan	Environmental Office Bldg C-1 Room 102 Schiley Street Yokosuka Naval Base Yokosuka Japan 238 N452@cnfj.navy.mil	Alan Freeman Karen Verkennes (Code 452)	T 011/81-311-734-5803 F 011/81-311-734-6388 DSN 243-7650
Commander, Naval Forces Korea	Unit 15250 APO AP 96205 N44@seoul-cnfk.korea.army.mil (Major Claimant: CINCPACFLT)	(Code N332) Lt Bryan Claravino	T 011-822-7913-4912 F 011-822-7913-4915
Commander, Naval Forces Marianas	Mailing address: PSC 455 Box 152 FPO AP 96540 --- Route 6, Spruance Drive Building 200 Nimitz Hill, Guam 96925 Major Claimant: CINCPACFLT)	Roy Tsutsui (Code 451) N45@guam.navy.mil	T 011-671-339-5094 F 011-671-339-4363 DSN 339-5094/4366
Commander, Third Fleet	FPO AP, 96601-6001 (Major Claimant: CINCPACFLT)	CDR Steve Rodgers	T 619-545-3212 DSN 735-2881
Commander, Seventh Fleet	FPO AP 96601-6003 (Major Claimant: CINCPACFLT)	CAPT (S) B MacDonald	T 011-81-311-734-7709 DSN 243-7441 in port
Commander, U.S. Naval Support Facility, Diego Garcia	PWD NSF Diego Garcia PSC 466, Box 5 FPO AP 96664-0005 (Major Claimant: CINCPACFLT)	Linda Corpus (Code 32) Lcorpus@netsdg.navy.mil	T 011-246-370-4500 DSN 370-4121
Note: The San Francisco Activity has merged into the San Diego Activity. * Codes/names not confirmed due to difficulty reaching pacific area. Nos. were verified with Cmd Ctr. CINCPACFLT			

OIL SPILL RESPONSE TELEPHONE CONTACTS

NOSC
CINCUSNAVEUR

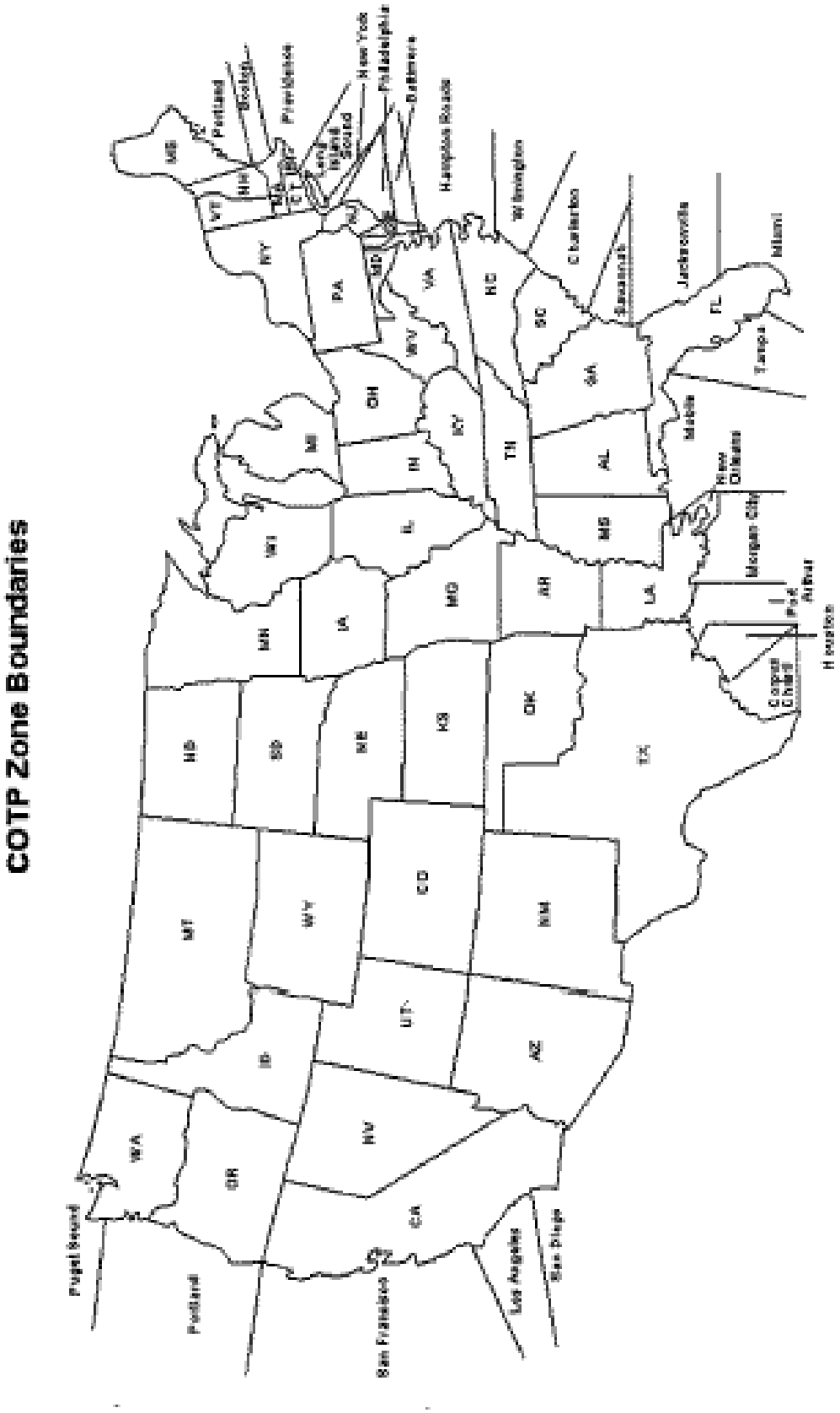
Activity	Address	Point of Contact	Tel/Fax/DSN/Pager
Commander in Chief U.S. Naval Forces Europe	PSC 802, Box 8 FPO AE 09499-0151	Code N431/Cdr Lowe Pruitt	T 011-44-171-514-4653 F 011-44-171-514-4562 DSN 235-4266/4527
Commander, U.S. Naval Activities, UK	PSC 821, Box 60 FPO AE 09421-0060 (Major Claimant: CINCUSNAVEUR)	Code A2 Mr. Wilfred Whittaker 011-44-1895-61-6157 NOSC Whitaker@mailx.cnavuk.navy.mil	T 011-44-1895-61-6157 DSN 235-6157 F 011-44-1895-61-6177
Commander, Fleet Air Mediterranean (Italy)	PSC 810 Box 2 FPO AP 09619-2000	Code N82 Carol-Ann Mentzer (EFA Med) Cmentzer@efamed.navfac.navy.mil	T 011-39-81-624-4720 F 011-39-81-509-7140 DSN 625-3109
Commander, Sixth Fleet	CTF 63, PSC 810, Box 35 FPO AE 09619-3100	LCDR Mike Arnold (Code N41) c6fn41@GF3.navy.mil	T 011-39-81-624-6000 T 011-39-771-461-261 DSN 625-4022
Chief of Naval Education & Training, Naval Air Station	250 Dallas Street Pensacola, FL 32508-5200	Code N441 Bob Stender Carmen Ward Robert-g.stender@smtp.cnet.navy.mil	T 904-452-4022 T 904-922-4022 F 850-452-4066 DSN 922-4022
COMNAVRESFOR Commander, Naval Reserve Force	4400 Dauphine St New Orleans, LA 70146-5000 (Major Claimant: COMNAVRESFOR)	Code 01E Capt Lonnie Louviere Louviere@smtp.cnrf.nola.navy.mil	T 504-678-5711 F 504-678-5429 DSN 678-5711
COMUSNAVCENT Commander, Fifth Fleet	COMUSNAVCENT PSC 451 Box 594 FPO AE 09834-2800	LT Casey Henderson CUSNC (N44a) Staff Civil Engineer N44@cusnc.navy.mil	T 011 973-724-234 DSN 318-439-4006
NAVFAC Southern Div Commander, Naval Training Center Great Lakes	Building 1A 2701 Sheridan Rd Great Lakes, IL 60088 (Major Claimant: Great Lakes)	Code 900/Mr. Mark Schultz Env. Dept.	T 847-688-4693 T 847-688-4820 24 hr. F 847-688-2319 DSN 792-2319

B. COMNAVSEASYSCOM – Supervisor of Salvage

NAVAL SEA SYSTEMS COMMAND (NAVSEA)		
Office of the Director, Supervisor of Salvage & Diving (SUPSALV)	DSN: COMM:	327-8206 703-602-8206
NAVSEA Duty Officer	DSN: COMM:	332-7527 703-602-7527

COMNAVSEASYSCOM (SUPSALV) provides assistance to the NOSCs in the development of OHS spill contingency planning and response instructions, assists NOSCs in major OHS pollution response issues and in decision-making for major or offshore/salvage-related incidents.

SUPSALV may be contacted directly for general inquiries related to contingency planning and/or pollution response operations.


COTP Zone Boundaries
ME
VT
NH
MA
RI
CT
NY
PA
NJ
MD
DE
VA
NC
SC
GA
FL
WV
OH
KY
TN
AL
MS
LA
MI
IN
IL
WI
MN
IA
MO
AR
TX
OK
KS
NE
SD
ND
MT
WY
CO
NM
UT
AZ
ID
NV
CA
OR
WA
Portland
Boston
Providence
New York
Philadelphia
Baltimore
Long Island Sound
Hampton Roads
Wilmington
Charleston
Savannah
Jacksonville
Miami
Tampa
Mobile
New Orleans
Morgan City
Port Arthur
Houston
Corpus Christi
Puget Sound
San Francisco
Los Angeles
San Diego

OIL SPILL RESPONSE TELEPHONE CONTACTS

C. Captains of the Port and State Agencies U.S. Coast Guard Units

www.dot.gov/dotinfo/uscg/welcome.html

USCG MSO Unit	Mailing Address	Telephone Numbers National Response Ctr: 1-800-424-8802
Portland ME (1st District)	103 Commercial Street Portland ME 04101-4110	Tel 207-780-3251 Fax 207-780-3567
Boston MA (1st District)	455 Commercial Street Boston MA 02109-1045	Tel 617-223-3000 Fax 617-223-3032
Providence RI (1st District)	20 Risho Ave. East Providence, RI 02914-1208	Tel 401-435-2300 Fax 401-435-2399
Long Island CT (1st District)	c/o USCG Group 120 Woodward Ave. New Haven, CT 06512-3698	Tel 203-468 4444 Fax 203-468-4445
New York NY (1st District)	c/o USCG Group, Bldg. 8 Governors Island New York, NY 10004-5000	Tel 718-354-4121 Fax 718-354-4140
Philadelphia PA (5th District)	1 Washington Ave. Philadelphia, PA 19147-4395	Tel 215-271-4800 Fax 215-271-4833
Baltimore MD (5th District)	2401 Hawkins Point Rd. Baltimore MD 21226-1791	Tel 410-576-2561 Fax 410-576-2524
Hampton Roads VA (5th District)	200 Granby Street STE 700 Norfolk VA 23510	Tel 757-441-3302 Fax 757 441-3262
Wilmington, NC (5th District)	Suite 500, 272 N. Front Street Wilmington, NC 28401-3907	Tel 910-815-4895 (day) 1-800-325-4956 (24 hr) Fax 910-815-4523
Charleston SC (7th District)	196 Tradd Street Charleston, SC 29401-1899	Tel 803-724-7683 Tel 803-724-7616 (24 hr) Fax 803-720-7705
Savannah GA (7th District)	222 West Oglethrope Ave. Suite 402 Savannah, GA 31401	Tel 912-652-4353 Fax 912- 652-4052
Jacksonville, FL (7th District)	Suite 400 7820 Arlington Expressway Jacksonville, FL 32211	Tel 904 232-2640 Fax 904-232-1014
Miami FL (7th District)	P.O. Box 01-6940 Miami, FL 33101	Tel 305-535-8700/8706 Fax 305 535-8742
Tampa FL (7th District)	155 Columbia Drive Tampa, FL 33606-3598	Tel 813-228-2189 Fax 813-228-2399
San Juan PR (7th District)	P.O. Box 902-3666 Old San Juan PR 00902-3666 Walk-in Address: USCG Base La Puntilla Final	Tel 787-729-6800 x 308 (for 24 hr use x 1040) Fax 787-729-6648
Group Ohio Valley (8th District)	601 West Broadway, Room 21 Louisville KY 4202-2243	1-800-253-7465 (After hrs this # refers callers to Ntl Response Ctr)
St. Louis MO (8th District)	1222 Spruce Street St. Louis, MO 63103-2835	Tel 314-539-3091 Fax 314-539-2659
Huntington WV (8th District)	1415 6th Ave. Huntington, WV 25701-2420	Tel 304-529-5524 Fax 304-529-5051
Louisville KY (8th District)	60 Martin Luther King Place Room 360 Louisville, KY 40202-2230	Tel 502-582-5194 Fax 502-582-6825
Memphis TN (8th District)	Suite 1301 200 Jefferson Avenue Memphis TN 38103-2300	Tel 901-544-3941 Fax 901-544-3886

USCG MSO Unit	Mailing Address	Telephone Numbers National Response Ctr: 1-800-424-8802
Paducah KY (8th District)	225 Tully Street Paducah, KY 42003-7509	Tel 207-442-1621 Fax 207-442-1633
Pittsburgh PA (8th District)	100 Forbes Ave Suite 1150 Pittsburgh, PA 15222-1371	Tel 412-644-5808 1-800-253-7465 - 24 hr Fax 412-644-3479
Mobile AL (8th District)	150 N. Royal Street P.O. Box 2924,Mobile AL 36652-2924	Tel 334 441-5286 Fax 334-441-6169
New Orleans LA (8th District Headqtrs)	1615 Poydras Street New Orleans, LA 70112-1254	Tel 504-589-6196 Fax 504-589-6218
Morgan City LA (8th District)	800 David Drive, Room 232 Morgan City, LA 70380-1304	Tel 504 380-5320 Fax 504-385-1687
Port Arthur TX (8th District)	Federal Bldg. 2875 Jimmy Johnson Blvd Port Arthur, TX 77640-2099	Tel 409-723-6501 Fax 409 723-6534
Houston TX (8th District)	P.O. Box 446 Galena Park TX 77557-0446	Tel 713-671-5199 Fax 713-671-5177
Galveston TX (8th District)	601 Rosenberg Room 309 Galveston TX 77550-1705	Tel 409-766-3687 Fax 409-766-3689
Corpus Christi TX (8th District)	400 Mann Street STE 210 Corpus Christi TX 78401	Tel 361-888-3162 Fax 361-888-3115
Buffalo NY Group (9th District)	1 Fuhrmann Blvd. Buffalo NY 14203	Tel 716-843-9570 Fax 716-843-9571
Chicago IL (9th District)	215 W. 83rd St., Suite D Burr Ridge, IL 60521-7059	Tel 630-986-2155 Fax 630-986-2174
Cleveland OH Group (9th District)	1055 East Ninth St. Cleveland OH 44114-1092	Tel 216-937-0111 Fax 216-522-3290
Detroit MI Group (9th District)	110 Mt. Elliott Ave. Detroit, MI 48207-4380	Tel 313-568-9580 Tel 313-568-9525 - 24 hr Fax 313-568-9581
Duluth MN Group (9th District)	Canal Park Duluth MN 55802-2352	Tel 218-720-5286 Tel 218-720-5412 - 24 hr Fax 218-720-5258
Grand Haven, MI Group (9th District)	650 S. Harbor Dr. Grand Haven, MI 49417	Tel 616-847-4501 Fax 616-847-4525
Milwaukee WI (9th District)	2420 S. Lincoln Memorial Dr. Milwaukee, WI 53207-1997	Tel 414-747-7181 x 7182 Fax 414-747-7883
Sault Ste Marie MI Group (9th District)	337 Water Street Sault Ste Marie, MI 49783-9501	Tel 906-635-3233 Fax 906-635-3238
Toledo OH (9th District)	234 Summit St. Toledo, OH 43604-1590	Tel 419-259-6372 Fax 419-259-6374
San Diego CA (11th District) MSO Unit	2710 N. Harbor Drive San Diego, CA 92101-1064	Tel 619-683-6500 Fax 619-683-6504
Los Angeles/Long Beach CA (11th District)	1001 S. Seaside Ave. Bldg 20 San Pedro CA 90731-0208	Tel 310-732-2000 Fax 310-732-2027
San Francisco Bay CA (11th District)	Coast Guard Island, Bldg 14 Alameda, CA 94501-5100	Tel 510-437-3073 Fax 510-437-3072
Portland OR (13th District)	6767 North Basin Avenue Portland, OR 97217-3992	Tel 503-240-9301 Fax 503-240-9302

USCG MSO Unit	Mailing Address	Telephone Numbers National Response Ctr: 1-800-424-8802
Puget Sound WA (13th District)	Building 1, Pier 36 1519 Alaska Way S. Seattle, WA 98134-1192	Tel 206-217-6232 Fax 206-217-6345
Honolulu HI (14th District)	433 Ala Moana Blvd. Honolulu HI 96813-4909	Tel 808 522-8260 Fax 808 522-8270
Guam (14th District)	PSC 455, Box 176 FPO AP 96540	Tel 011-671-339-2001 x 141 Fax 011-671-339-6210
Anchorage AK (17th District)	510 L Street, Suite 100 Anchorage AK 99501	Tel 907-271-6721 (day) Tel 907-271-6700 - 24 hr Fax 907-271-6751
Juneau AK (17th District) (Command Center)	2760 Sherwood Lane, 2A Juneau, AK 99801	Tel 907-463-2000 Fax 907-463-2023
Valdez AK (17th District)	P.O. Box 486 Valdez AK 99686	Tel 907 835-7200 (day) Fax 907-835-7207

OIL SPILL RESPONSE TELEPHONE CONTACTS

Captains of the Port and State Agencies
State Agency Section

State	Department	In-State	Out of State	After Hrs/24hr
Alabama	Emergency Mgmt. Agency	(800) 843—699	(800) 843-0699	(800) 843-0699
California	Office of Emergency Services	(800) 852-7550	(916) 262-1621	(916) 262-1621
California	Fist & Oil Spill Prevention & Response	(916) 445-0045	(916) 445-0045	(916) 445-0045
Connecticut	Environmental Protection	(860) 424-3338	(860) 424-3338	(860) 424-3338
Delaware	Natural Resources & Environmental Control	(800) 662-8802	(302) 739-4506	(800) 662-3338
Florida/Miami	Emergency Resources Commission	(850) 413-9911	(850) 413-9911	(850) 413-9911
Florida/Miami	Environmental Protection	(850) 488-2974	(850) 488-2974	(850) 488-2974
Georgia	Emergency Management Agency	(800) 241-4113	(800) 241-4113	(800) 241-4113
Hawaii	State Dept. of Health Hazard Eval & Emergency Response	(808) 586-4249	(808) 586-4249	(808) 586-4249
Louisiana	Emergency Hazardous Material Hotline	(504) 925-6595	(504) 925-6595	(504) 925-6595
Maine	Environmental Protection	(800) 482-0777 (207) 287-4080	(207) 822-6300 (207) 287-4080	((207) 287-4080
Maryland	Department of Environment	(410) 631-3081	(410) 631-3081	(800) 633-6101
Massachusetts	Dept of Environmental Protection	(617) 292-5500	(617) 292-5500	(617) 292-5500
Massachusetts	State Police (NE and SE Emergency Response)	SE (508) 820-2121 NE 617-292-5500	SE (508) 820-2121 NE 617-292-5500	(508) 820-2121
Mississippi	Emergency Response	(800) 222-6362	(800) 222-6362	(800) 222-6362
New Hampshire	Environmental Services	(603) 271-3503	(603) 271-3503	(603) 271-3503
New Jersey	Dept of Environmental Protection	(609) 292-7172	(609) 292-7172	(609) 292-7172
New York	Environmental Conservation	(518) 457-3446	(518) 457-3446	(518) 457-3446
North Carolina	Dept of Environment	(919) 733-5291	(919) 733-5291	(919) 733-3300

State	Department	In-State	Out of State	After Hrs/24hr
Oregon	Emergency Response	(503) 378-6377	(503) 378-6377	(503) 378-6377
Pennsylvania	Environmental Resources	(800) 541-2050	(717) 787-4343	(717) 787-4343 (717) 651-2001
Puerto Rico	Environmental Quality Board	(787) 766-2823	(787) 766-2823	(787) 766-2823
Rhode Island	Emergency Management Agency	401-946-9996	401-946-9996	401-946-9996
South Carolina	Environmental Control	(803) 253-6488	(803) 253-6488	(803) 253-6488
Texas	General Land Office	(800) 832-8224 (512) 424-2277	(800) 832-8224 (512) 424-2277	(800) 832-8224 (512) 424-2277
Virgin Islands	Dept of Natural Resources	(809) 777-4577 ((340) 776-8600	((340) 776-8600	((340) 776-8600
Virginia	Dept of Environmental Quality	(540) 562-6700	(540) 562-6700	(804) 698-4000
Washington	Emergency Management	(800) 258-5990	(800) 258-5990	(800) 258-5990

Legend:

"C" = Cellular
"F" = Fax
"P" = Pager
"SP" = State Police
"T" = Telephone

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APPENDIX B

D. INTERNATIONAL MARITIME ORGANIZATION (IMO) LIST OF COUNTRY CONTACTS

APPENDIX C

SHIP SPECIFIC INFORMATION AND SPILL VOLUME CALCULATIONS

1. A vessel diagram showing tank locations and capacities is provided for the following ship classes:

- T-AE 26 Class
- T-AE 26 (32 Series) Class
- T-AFS 1 Class
- T-AFS 6 Class
- T-AFS 8 Class
- T-AO 187 Class

2. Each vessel diagram is followed by a spill volume and response resource calculation sheet. The response resource calculation was performed in accordance with 33 CFR 155, Appendix B.

3. The T-AEs and T-AFSs can transfer part of their fuel to other ships and are therefore considered “vessels carrying oil as a secondary cargo.”

T-AE 26 CLASS (32 SERIES)

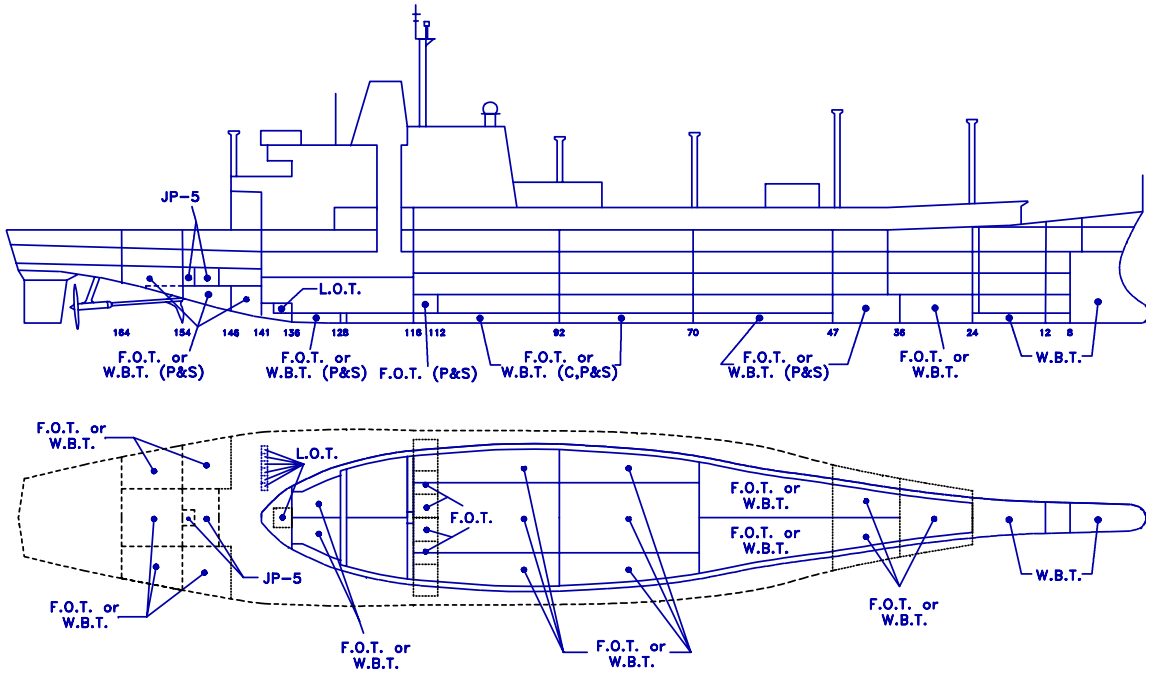
SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME	_____
USNS	T-AE _____
CALL SIGN	_____
LENGTH (OA)	564'-0"
LENGTH (BP)	540'-0"
BREADTH (MLD)	81'-0"
DEPTH (MLD)	47'-9"
DISPLACEMENT LIGHT SHIP	9,869 LTons
DISPLACEMENT FULL SHIP	20,510 LTons

PLAN LOCATION

GENERAL ARRANGEMENT	Chief Engineer's Office
MIDSHIP SECTION PLAN	Chief Engineer's Office
CARGO & FUEL PIPING PLAN	Chief Engineer's Office
STOWAGE PLAN	Chief Engineer's Office
DAMAGE STABILITY DATA	Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION	Main Deck
MATERIAL SAFETY DATA SHEETS	Ship's Computer



COMPARTMENT	Frames	Barrels (95%)
FUEL OIL		
6-24-0 CL	24-36	2,177.1
6-36-1 S	36-47	1,354.8
6-36-2 P	36-47	1,431.0
6-47-1 S	47-69.5	1,076.9
6-47-2 P	47-69.5	1,026.2
6-70-0 CL	69.5-92	1,667.7
6-70-1 S	69.5-92	611.7
6-70-2 P	69.5-92	611.7
6-92-0 CL	92-116	1,827.8
6-92-1 S	92-116	714.9
6-92-2 P	92-116	714.9
5-112-1 S	112-116	238.0
5-112-2 P	112-116	238.0
5-112-4 P	112-116	190.5
6-128-1 S	128-136	216.5
6-128-2 P	128-136	233.4
5-146-1 S	146-154	969.2
5-146-2 P	146-154	969.2
5-154-1 S	154-164	718.1
5-154-2 P	154-164	718.1
4-154-0 CL	154-164	1,367.6
FUEL OIL TOTAL		19,073.3

COMPARTMENT	Frames	Barrels (95%)
JP-5 TANKS		
4-148-0 CL	148-154	666.8
4-153-0 CL	152-154	74.1
JP-5 TANKS TOTAL		740.9
LUBE OIL TANKS		
5-136-0 CL	136-139	21.8
3-140-2 P	140-141	18.3
3-140-4 P	140-141	18.3
3-140-6 P	140-141	14.3
3-140-8 P	140-141	14.3
3-140-10 P	140-141	14.3
3-140-12 P	140-141	14.3
LUBE OIL TANK TOTAL		115.6
CONTAMINATED FUEL OIL SETTLING TANK		
5-112-3 S	112-116	190.5
CONTAMINATED OIL SETTLING TANK TOTAL		190.5

COMPARTMENT	Frames	Barrels (100%)
POTABLE WATER TANKS		
5-112-5 S	112-116	318.9
5-112-6 P	112-116	318.9
5-141-1 S	141-146	829.4
5-141-2 P	141-146	878.9
POTABLE WATER TANKS TOTAL		2,346.1
RESERVE FEED WATER TANKS		
6-117-1 S	117-127	590.9
6-117-2 P	117-127	555.0
RESERVE FEED WATER TANKS TOTAL		1,145.9
SEA WATER BALLAST TANKS		
6-D-0 CL	D – 8	1,503.0
6-12-0 CL	12-24	431.0
RESERVE FEED WATER TANKS TOTAL		1,934.0

RESPONSE RESOURCE CALCULATION

T-AE 26 CLASS (32 Series) 581.25 LOA (FT)

Worst Case Discharge Planning Volumes
OPA GROUP 1 Emulsification Factor 1.0

Base Volume	**5,711** Barrels

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		On Water Recovery Resource Requirements (Barrels/Day Capacity) Tier 1*	Tier 2	Tier 3
Rivers/Canals	571	571	Required	171	228	343
			Contracted	1,500	3,000	6,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Nearshore/Inland	1,142	571	Required	171	286	457
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Offshore	286	No planning required	Required	29	47	60
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Open Ocean	100% Natural Dissipation	No planning required	Required	0	0	0
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	**Tier 1**	**Tier 2**	**Tier 3**	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

RESPONSE RESOURCE CALCULATION

T-AE 26 CLASS (32 Series)

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume	**50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in the transfer. 1162.5 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

.....

*These vessels carry oil as a secondary cargo and fall under the response planning guidelines of 33 CFR 1045. Since the vessels in this class can transfer part of their fuel as cargo, 25% of the total fuel capacity was added to the total cargo capacity to determine the base volume.

Product Type: **Diesel Fuel Marine** (S.G. .8448, A.P.I. 36.0). This product has the highest distillation points and specific gravity of the products carried by the vessel. The vessels may also carry Unleaded Gasoline, JP-4, JP-5 and JP-8.

T-AE 26 CLASS

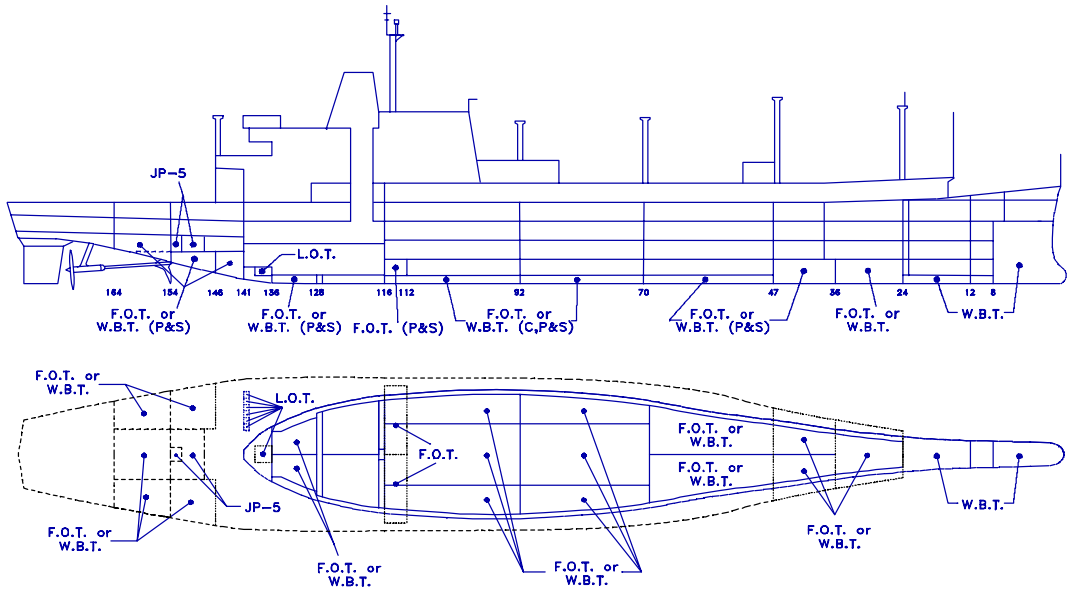
SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME	_____
USNS	T-AE_____
CALL SIGN	_____
LENGTH (OA)	564'-0"
LENGTH (BP)	540'-0"
BREADTH (MLD)	81'-0"
DEPTH (MLD)	47'-9"
DISPLACEMENT LIGHT SHIP	9,869 LTons
DISPLACEMENT FULL SHIP	20,510 LTons

PLAN LOCATION

GENERAL ARRANGEMENT	Chief Engineer's Office
MIDSHIP SECTION PLAN	Chief Engineer's Office
CARGO & FUEL PIPING PLAN	Chief Engineer's Office
STOWAGE PLAN	Chief Engineer's Office
DAMAGE STABILITY DATA	Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION	Main Deck
MATERIAL SAFETY DATA SHEETS	Ship's Computer



COMPARTMENT	Frames	Barrels (95%)
FUEL OIL		
6-24-0 CL	24-36	2,177.1
6-36-1 S	36-47	1,354.8
6-36-2 P	36-47	1,431.0
6-47-1 S	47-69.5	1,076.9
6-47-2 P	47-69.5	1,026.2
6-70-0 CL	69.5-92	1,667.7
6-70-1 S	69.5-92	611.7
6-70-2 P	69.5-92	611.7
6-92-0 CL	92-116	1,827.8
6-92-1 S	92-116	714.9
6-92-2 P	92-116	714.9
5-112-1 S	112-116	731.5
5-112-2 P	112-116	731.5
6-128-1 S	128-136	228.0
6-128-2 P	128-136	233.4
5-146-1 S	146-154	969.2
5-146-2 P	146-154	969.2
5-154-1 S	154-164	718.1
5-154-2 P	154-164	718.1
4-154-0 CL	154-164	1,367.6
FUEL OIL TOTAL		19,881.3

COMPARTMENT	Frames	Barrels (95%)
JP-5 TANKS		
4-148-0 CL	148-154	666.8
4-153-0 CL	152-154	74.1
JP-5 TANKS TOTAL		740.9
LUBE OIL TANKS		
5-136-0 CL	136-139	21.8
3-140-2 P	140-141	18.3
3-140-4 P	140-141	18.3
3-140-6 P	140-141	14.3
3-140-8 P	140-141	14.3
3-140-10 P	140-141	14.3
3-140-12 P	140-141	14.3
LUBE OIL TANK TOTAL		115.6

COMPARTMENT	Frames	Barrels (100%)
POTABLE WATER TANKS		
1-30-1 S	30-36	652.0
1-30-1 P	30-36	550.5
POTABLE WATER TANKS TOTAL		1,202.5
RESERVE FEED WATER TANKS		
6-117-1 S	117-127	590.9
6-117-2 P	117-127	555.0
RESERVE FEED WATER TANKS TOTAL		1,145.9
EMERGENCY FEED WATER TANKS		
5-141-1 S	141-146	829.4
5-141-2 P	141-146	878.9
EMERGENCY FEED WATER TANKS TOTAL		1,708.3
SEA WATER BALLAST TANKS		
6-D-0 CL	D - 8	1,503.0
6-12-0 CL	12-24	431.0
RESERVE FEED WATER TANKS TOTAL		1,934.0

RESPONSE RESOURCE CALCULATION

T-AE 26 CLASS LOA (FT) 581.25

Worst Case Discharge Planning Volumes
OPA GROUP 1 Emulsification Factor 1.0

Base Volume	**5,711** Barrels

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		On Water Recovery Resource Requirements (Barrels/Day Capacity) Tier 1*	Tier 2	Tier 3
Rivers/Canals	571	571	Required	171	228	343
			Contracted	1,500	3,000	6,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Nearshore/Inland	1,142	571	Required	171	286	457
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Offshore	286	No planning required	Required	29	47	60
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Open Ocean	100% Natural Dissipation	No planning required	Required	0	0	0
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	**Tier 1**	**Tier 2**	**Tier 3**	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

RESPONSE RESOURCE CALCULATION

T-AE 26 CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume	**50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in the transfer. 1162.5 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

.....

*These vessels carry oil as a secondary cargo and fall under the response planning guidelines of 33 CFR 1045. Since the vessels in this class can transfer part of their fuel as cargo, 25% of the total fuel capacity was added to the total cargo capacity to determine the base volume.

Product Type: **Diesel Fuel Marine** (S.G. .8448, A.P.I. 36.0). This product has the highest distillation points and specific gravity of the products carried by the vessel. The vessels may also carry Unleaded Gasoline, JP-4, JP-5 and JP-8.

T-AFS 1 CLASS

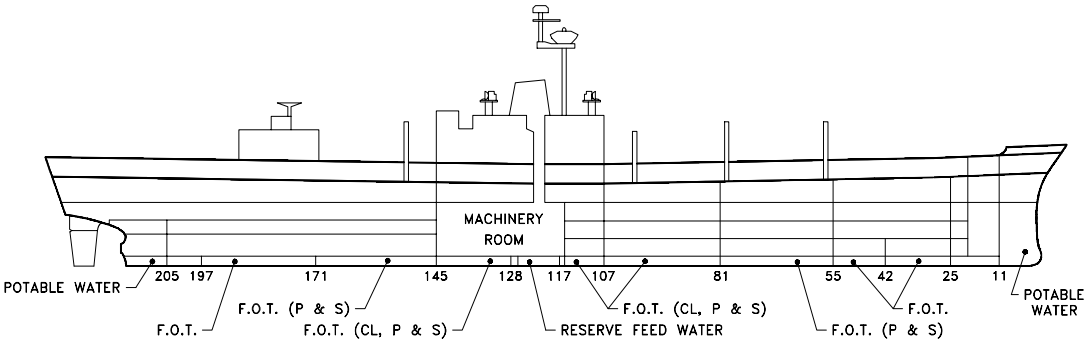
SHIP PARTICULARS

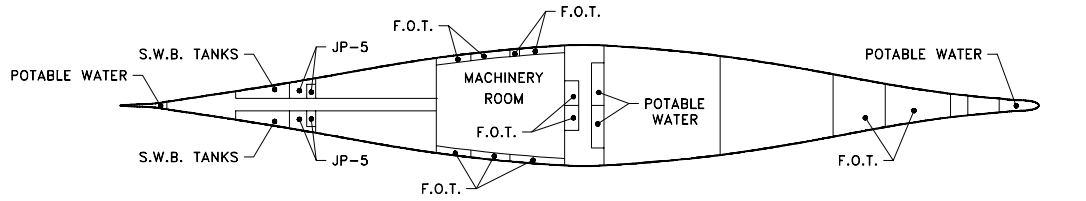
VESSEL CHARACTERISTICS

OFFICIAL NAME .....
USNS ..... T-AFS
CALL SIGN .....
LENGTH (OA) ..... 581'-3"
LENGTH (BP) ..... 530'-0"
BREADTH (MLD) ..... 79'
DEPTH (MLD) ..... 45'-10"
DISPLACEMENT LIGHT SHIP ..... 9184.4 LTons
DISPLACEMENT FULL SHIP ..... 19048.0 LTons
SUMMER DRAFT ..... 15'-8"

PLAN LOCATION

GENERAL ARRANGEMENT ..... Chief Engineer's Office
MIDSHIP SECTION PLAN ..... Chief Engineer's Office
CARGO & FUEL PIPING PLAN ..... Chief Engineer's Office
STOWAGE PLAN ..... Chief Engineer's Office
DAMAGE STABILITY DATA ..... Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION ..... Main Deck
MATERIAL SAFETY DATA SHEETS ..... Ship's Computer





COMPARTMENT	Frames	Barrels (95%)
FUEL OIL		
6-25-0 CL	25-42	1,908.2
6-42-0 CL	42-55	2,510.2
6-55-1 S	55-81	861.6
6-55-2 P	55-81	872.1
6-81-0 CL	81-107	1,255.8
6-81-1 S	81-107	709.0
6-81-2 P	81-107	709.0
6-107-0 CL	107-116	443.7
6-107-1 S	107-116	302.1
6-107-2 P	107-116	302.1
5-113-1 S	113-116	379.3
5-113-2 P	113-116	379.3
6-116-5 S	116-128	633.5
6-116-6 P	116-126	526.6
6-128-1 S	128-145	430.0
6-128-2 P	128-145	401.0
6-128-3 S	128-137	506.1
6-128-4 P	128-137	506.1
6-137-0 CL	137-145	374.2
6-137-1 S	137-145	470.0
6-137-2 P	137-145	472.5
6-145-1 S	145-171	850.5
6-145-2 P	145-171	850.5
6-171-0 CL	171-197	682.7
FUEL OIL TOTAL		17,336.1

COMPARTMENT	Frames	Barrels (95%)
JP-5 TANKS		
5-171-1 S	171-173	74.4
5-171-2 P	171-173	74.4
5-171-3 S	171-177	392.8
5-171-4 P	171-175	365.4
JP-5 TANKS TOTAL		907.0
LUBE OIL TANKS		
3-144-2 P	144-145	28.7
3-144-4 P	144-145	21.5
3-144-6 P	144-145	25.5
LUBE OIL TANK TOTAL		75.7
CONTAMINATED OIL SETTLING TANK		
6-126-4 F	126-1281	05.7
CONTAMINATED OIL SETTLING TANK TOTAL		105.7
OILY WASTE HOLDING TANK		
6-128-0 F	128-133	207.6
OILY WASTE HOLDING TANK TOTAL		207.6
WASTE OIL TANK		
6-133-0 F	133-137	212.4
WASTE OIL TANK TOTAL		212.4

COMPARTMENT	Frames	Barrels (100%)
POTABLE WATER TANKS		
6-0-0 CL	STEM-11	625.6
5-107-1 S	107-116	263.9
5-107-2 P	107-116	263.9
6-205-0 CL	205-220	688.0
POTABLE WATER TANKS TOTAL		1,841.4
RESERVE FEED WATER TANKS		
6-117-1 S	117-126	545.7
6-117-2 P	117-126	545.7
RESERVE FEED WATER TANKS TOTAL		1,091.4
SEA WATER BALLAST TANKS		
5-177-1 W	177-189	669.5
5-177-2 W	177-189	612.0
SEA WATER BALLAST TANKS TOTAL		1,281.5
ROLL STABALIZATION TANK		
2-116-0 W	116-121	1,665.8
ROLL STABALIZATION TANK TOTAL		1,665.8

RESPONSE RESOURCE CALCULATION

T-AFS 1 CLASS LOA (FT) 581.25

Worst Case Discharge Planning Volumes
OPA GROUP 1 Emulsification Factor 1.0

Base Volume	**5,241** Barrels

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		On Water Recovery Resource Requirements (Barrels/Day Capacity) Tier 1*	Tier 2	Tier 3
Rivers/Canals	524	524	Required	157	210	314
			Contracted	1,500	3,000	6,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Nearshore/Inland	1,048	524	Required	157	262	419
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Offshore	262	No planning required	Required	26	43	55
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Open Ocean	100% Natural Dissipation	No planning required	Required	0	0	0
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	**Tier 1**	**Tier 2**	**Tier 3**	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

RESPONSE RESOURCE CALCULATION

T-AFS 1 CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume	**50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in the transfer. 1162.5 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

.....

*These vessels carry oil as a secondary cargo and fall under the response planning guidelines of 33 CFR 1045. Since the vessels in this class can transfer part of their fuel as cargo, 25% of the total fuel capacity was added to the total cargo capacity to determine the base volume.

Product Type: **Diesel Fuel Marine** (S.G. .8448, A.P.I. 36.0). This product has the highest distillation points and specific gravity of the products carried by the vessel. The vessels may also carry Unleaded Gasoline, JP-4, JP-5 and JP-8.

T-AFS 6 CLASS

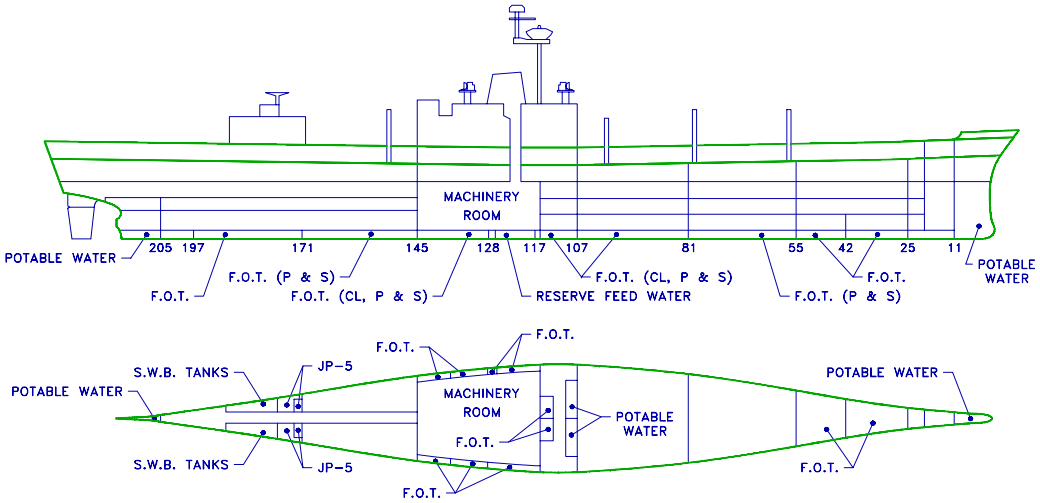
SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME	_____
USNS	T-AFS_____
CALL SIGN	_____
LENGTH (OA)	581'-3"
LENGTH (BP)	530'-0"
BREADTH (MLD)	79'
DEPTH (MLD)	45'-10"
DISPLACEMENT LIGHT SHIP	9359.2 Ltons
DISPLACEMENT FULL SHIP	19048.O Ltons
SUMMER DRAFT	15'-8"

PLAN LOCATION

GENERAL ARRANGEMENT	Chief Engineer's Office
MIDSHIP SECTION PLAN	Chief Engineer's Office
CARGO & FUEL PIPING PLAN	Chief Engineer's Office
STOWAGE PLAN	Chief Engineer's Office
DAMAGE STABILITY DATA	Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION	Main Deck
MATERIAL SAFETY DATA SHEETS	Ship's Computer



COMPARTMENT	Frames	Barrels (95%)
FUEL OIL		
6-25-0 CL	25-42	1,908.4
6-42-0 CL	42-55	2,510.4
6-55-1 S	55-81	861.8
6-55-2 P	55-81	872.6
6-81-0 CL	81-107	1,256.0
6-81-1 S	81-107	709.3
6-81-2 P	81-107	709.3
6-107-0 CL	107-116	444.0
6-107-1 S	107-116	302.1
6-107-2 P	107-116	302.1
5-113-1 S	113-116	379.5
5-113-2 P	113-116	379.5
6-116-5 S	116-128	633.3
6-116-6 P	116-126	526.7
6-128-1 S	128-145	430.2
6-128-2 P	128-145	401.0
6-128-3 S	128-137	506.0
6-128-4 P	128-137	506.0
6-137-0 CL	137-145	374.2
6-137-1 S	137-145	470.0
6-137-2 P	137-145	472.3
6-145-1 S	145-171	850.3
6-145-2 P	145-171	850.3
6-171-0 CL	171-197	683.2
FUEL OIL TOTAL		17,338.5

COMPARTMENT	Frames	Barrels (95%)
JP-5 TANKS		
5-171-1 S	171-173	74.6
5-171-2 P	171-173	74.6
5-171-3 S	171-177	392.8
5-171-4 P	171-175	365.3
JP-5 TANKS TOTAL		907.3
LUBE OIL TANKS		
3-144-2 P	144-145	28.4
3-144-4 P	144-145	21.5
3-144-6 P	144-145	25.7
LUBE OIL TANK TOTAL		75.6
CONTAMINATED OIL SETTLING TANK		
6-126-4 F	126-128	105.7
CONTAMINATED OIL SETTLING TANK TOTAL		105.7
OILY WASTE HOLDING TANK		
6-128-0 F	128-133	207.6
OILY WASTE HOLDING TANK TOTAL		207.6
WASTE OIL TANK		
6-133-0 F	133-137	212.4
WASTE OIL TANK TOTAL		212.4

COMPARTMENT	Frames	Barrels (100%)
POTABLE WATER TANKS		
6-0-0 CL	STEM-11	625.8
5-107-1 S	107-116	264.2
5-107-2 P	107-116	264.2
6-205-0 CL	205-220	688.0
POTABLE WATER TANKS TOTAL		1,842.2
RESERVE FEED WATER TANKS		
6-117-1 S	117-126	545.6
6-117-2 P	117-126	545.6
RESERVE FEED WATER TANKS TOTAL		1,091.2
SEA WATER BALLAST TANKS		
5-177-1 W	177-189	669.5
5-177-2 W	177-189	612.2
SEA WATER BALLAST TANKS TOTAL		1,281.7
ROLL STABALIZATION TANK		
2-116-0 W	116-121	1,665.8
ROLL STABALIZATION TANK TOTAL		1,665.8

RESPONSE RESOURCE CALCULATION

T-AFS 6 CLASS LOA (FT) 581.25

Worst Case Discharge Planning Volumes
OPA GROUP 1 Emulsification Factor 1.0

Base Volume	**5,241** Barrels

Recovery Planning Volumes (Barrels)

On Water Recovery Resource Requirements (Barrels/Day Capacity)

Geographic Area:	On Water Recovery	Shoreline Removal		Tier 1*	Tier 2	Tier 3
Rivers/Canals	524	524	Required	157	210	314
			Contracted	1,	3,000	6,
			Additional Identified	0	0	0
				Tier 1*	Tier 2	Tier 3
Nearshore/Inland	1,048	524	Required	157	262	419
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0
				Tier 1*	Tier 2	
Offshore	262	No planning required	Required	26	43	55
			Contract Cap		20,000	40,000
			Additional Identified	0	0	0
				Tier 1*	Tier 2	Tier 3
Open Ocean	100% Natural Dissipation	No planning required	Required	0	0	0
			Contract Cap	10,000	20,000	
			Additional Identified	0	0	0

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	**Tier 1**	**Tier 2**	**Tier 3**	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

RESPONSE RESOURCE CALCULATION

T-AFS 6 CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume	**50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in the transfer. 1162.5 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

.....

*These vessels carry oil as a secondary cargo and fall under the response planning guidelines of 33 CFR 1045. Since the vessels in this class can transfer part of their fuel as cargo, 25% of the total fuel capacity was added to the total cargo capacity to determine the base volume.

Product Type: **Diesel Fuel Marine** (S.G. .8448, A.P.I. 36.0). This product has the highest distillation points and specific gravity of the products carried by the vessel. The vessels may also carry Unleaded Gasoline, JP-4, JP-5 and JP-8.

T-AFS 8 CLASS

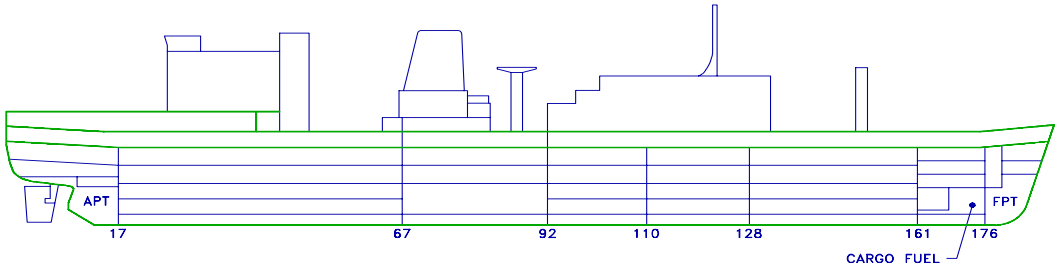
SHIP PARTICULARS

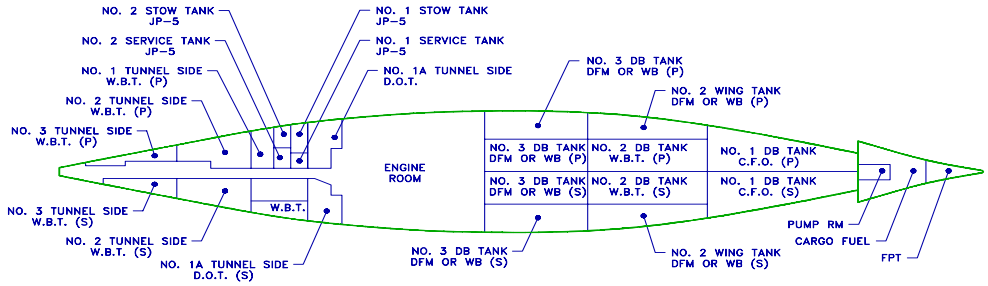
VESSEL CHARACTERISTICS

OFFICIAL NAME	_____
USNS	T-AFS_____
CALL SIGN	_____
LENGTH (OA)	524'
LENGTH (BP)	490'
BREADTH (MLD)	72'
DEPTH (MLD)	44'-6"
DISPLACEMENT LIGHT SHIP	10,205 Tons
DISPLACEMENT FULL SHIP	16,680 Tons
SUMMER DRAFT	26'-6.75"
CARGO FUEL OIL PUMPS DFM	42.3 ft^3/LTON
CARGO FUEL OIL PUMPS JP-5	44.1 ft^3/LTON

PLAN LOCATION

GENERAL ARRANGEMENT	Chief Engineer's Office
MIDSHIP SECTION PLAN	Chief Engineer's Office
CARGO & FUEL PIPING PLAN	Chief Engineer's Office
STOWAGE PLAN	Chief Engineer's Office
DAMAGE STABILITY DATA	Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION	Main Deck
MATERIAL SAFETY DATA SHEETS	Ship's Computer





COMPARTMENT	Frames	Barrels (98%)
CARGO OIL TANKS		
CARGO FUEL		
Fwd Deep	161-176	1,197.9
No. 1 DB (P)	131-161	1,082.3
No. 1 DB (S)	131-161	1,107.5
TOTAL CARGO FUEL		**3,387.7**
JP-5		
JP-5 Tk No. 1	58-61	424.2
No. 1 Service Tk	58-61	117.8
JP-5 Tk No. 2	55-58	455.6
No. 2 Service Tk	55-57	78.5
TOTAL JP-5		**1,076.1**
TOTAL CARGO		**4,463.8**

COMPARTMENT	Frames	Barrels (98%)
FUEL OIL TANKS - F.O.T.		
No. 2 DB Wing (P)&(S)	110-131	1,177.3
No. 3 DB Ctr (P)	91-110	919.2
No. 3 DB Ctr (S)	91-110	911.6
No. 3 DB Wing (P)&(S)	91-110	1,423.9
No. 4 DB Wing (P)&(S)	81-91	791.1
No. 4 DB Ctr (P)&(S)	81-91	647.9
Settling Tks	73-75	67.8
Settling Tks	67.5-73	195.9
Service Tks	67.5-73	369.2
No. 5 DB Ctr (P)	67-81	896.6
No. 5 DB Wing (P)&(S)	67-81	987.0
No. 1A Tun Side (P)	61-67	723.3
No. 1A Tun Side (S)	61-67	663.0
FUEL OIL TANK TOTAL		9,773.8
LUBE OIL TANKS - L.O.T.		
Cyl. Lube Oil (P)	69-71	99.5
Alt. Lube Oil (S)	69-71	99.5
Clean Lube Oil (S)	67-69.5	121.9
Dirty Lube Oil (P)	67-69.5	134.6
LUBE OIL TANK TOTAL		455.5

COMPARTMENT	Frames	Barrels (98%)
SALT WATER BALLAST TANKS - W.B.T.		
Fore Peak	176-E	418.9
No. 1 Tnl Side (P)	51-67	689.5
No. 1 Tnl Side (S)	51-67	1,577.2
Aft Peak	1-17	983.7
SALT WATER BALLAST TANK TOTAL		3,669.3
FRESH WATER TANKS - F.W.T.		
Feed Wtr Store (C)	80-87	147.5
No. 2 Tun Side (P)	38-51	1,737.6
No. 2 Tun Side (S)	38-51	1,750.5
No. 3 Tun Side (S)	25-38	987.4
No. 3 Tun Side (P)	22-38	1,006.7
FRESH WATER TANK TOTAL		5,629.7

RESPONSE RESOURCE CALCULATION

T-AFS 8 CLASS LOA (FT) 524

Worst Case Discharge Planning Volumes
OPA GROUP 1 Emulsification Factor 1.0

Base Volume	**6,907** Barrels

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		On Water Recovery Resource Requirements (Barrels/Day Capacity) Tier 1*	Tier 2	Tier 3
Rivers/Canals	691	691	Required	207	276	414
			Contracted	1,500	3,000	6,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Nearshore/Inland	1,381	691	Required	207	345	553
			Contract Cap	10,	20,000	40,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Offshore	345	No planning required	Required	35	57	73
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Open Ocean	100% Natural Dissipation	No planning required	Required	0	0	0
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	**Tier 1**	**Tier 2**	**Tier 3**	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

RESPONSE RESOURCE CALCULATION

T-AFS 8 CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume	**50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in the transfer. 1048 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

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*These vessels carry oil as a secondary cargo and fall under the response planning guidelines of 33 CFR 1045. Since the vessels in this class can transfer part of their fuel as cargo, 25% of the total fuel capacity was added to the total cargo capacity to determine the base volume.

Product Type: **Diesel Fuel Marine** (S.G. .8448, A.P.I. 36.0). This product has the highest distillation points and specific gravity of the products carried by the vessel. The vessels may also carry Unleaded Gasoline, JP-4, JP-5 and JP-8.

T-AO 187 CLASS

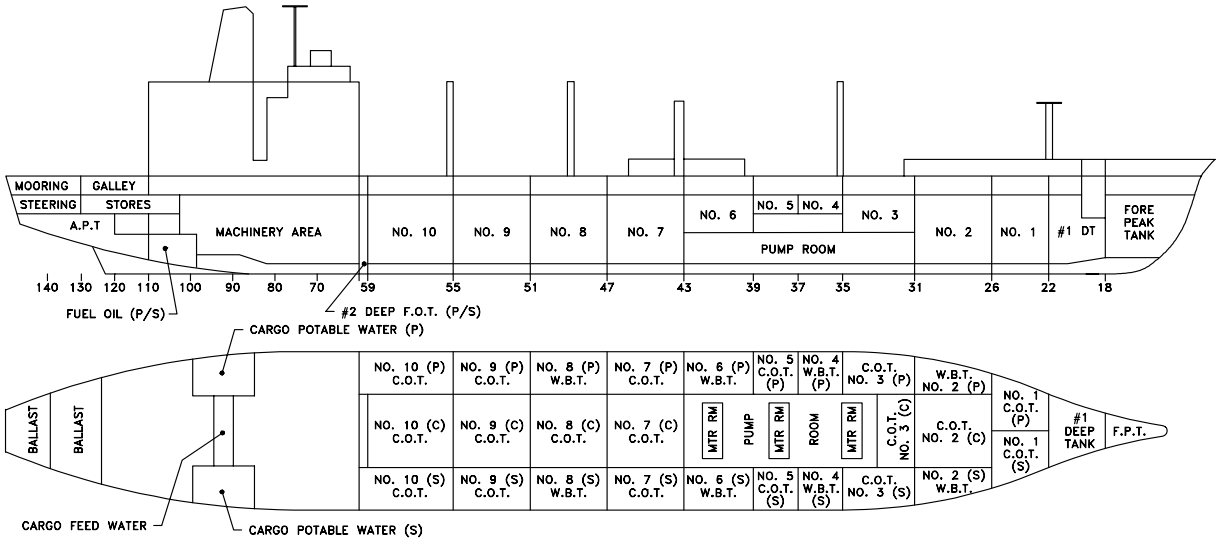
SHIP PARTICULARS

VESSEL CHARACTERISTICS

OFFICIAL NAME ....._____
USNS ..... T-AO_____
CALL SIGN....._____
LENGTH (OA) ..... 677'-5"
LENGTH (BP)..... 650'-0"
BREADTH (MLD)..... 97'-5"
DEPTH (MLD) ..... 50'-11"
DISPLACEMENT LIGHT SHIP .....40,000 Tons
DISPLACEMENT FULL SHIP.....180,000 Tons
SUMMER DRAFT..... 35'-0"
CARGO FUEL OIL PUMPS DFM ..... 5-3,000 GPM
CARGO FUEL OIL PUMPS JP-5..... 3-3,000 GPM

PLAN LOCATION

GENERAL ARRANGEMENT..... Chief Engineer's Office
MIDSHIP SECTION PLAN..... Chief Engineer's Office
CARGO & FUEL PIPING PLAN..... Chief Engineer's Office
STOWAGE PLAN..... Chief Engineer's Office
DAMAGE STABILITY DATA..... Chief Engineer's Office
SPILL RESPONSE EQUIPMENT LOCATION.... Main Deck
MATERIAL SAFETY DATA SHEETS ..... Ship's Computer



COMPARTMENT	Frames	Barrels (100%)
CARGO OIL TANKS - C.O.T.		
NO. 1 (P)	22-26	6,355.5
NO. 1 (S)	22-26	6,355.5
NO. 2 (C)	26-31	21,248.5
NO. 3 (C)	31-33	7,933.5
NO. 3 (P)	31-35	6,541.7
NO. 3 (S)	31-35	6,541.7
NO. 5 (P)	37-39	4,241.6
NO. 5 (S)	37-39	4,241.6
NO. 7 (C)	43-47	15,867.1
NO. 7 (P)	43-47	8,976.4
NO. 7 (S)	43-47	8,976.4
NO. 8 (C)	47-51	15,867.1
NO. 9 (C)	51-55	15,867.1
NO. 9 (P)	51-55	8,896.4
NO. 9 (S)	51-55	8,896.4
NO. 10 (C)	55-59	13,487.1
NO. 10 (P)	55-60	8,463.3
NO. 10 (S)	55-60	8,463.3
CARGO OIL TANK TOTAL		**177,220.2**
FUEL OIL TANKS - F.O.T.		
SETTLING	33-37	3,997.3
SETTLING	40-43	4,848.3
SETTLING	60-64	1,047.7

COMPARTMENT	Frames	Barrels (100%)
FUEL OIL TANKS - F.O.T.		
CONTAMINATED	36-40	894.2
CONTAMINATED	36-40	1,009.2
LUBE OIL TANK	59-60	595.2
NO. 2 DEEP (P)	59-60	1,681.0
NO. 2 DEEP (S)	59-60	1,681.0
AUX. SERVICE TANK FWD	60-64	326.2
AUX. STORAGE TANK	60-68	1,357.7
AUX. SETTLING TANK	60-72	1,026.0
AUX. SERVICE TANK AFT	64-72	367.7
NO. 3 DEEP (P)	96-106	3,337.0
NO. 3 DEEP (S)	96-106	3,337.0
FUEL OIL TANK TOTAL		**25,505.5**
LUBE OIL TANKS - L.O.T.		
MAIN ENGINE SUMP (P)	66-79	139.8
MAIN ENGINE SUMP (S)	66-79	139.8
REDUCTION GEAR SETTLING TANK	68-70	118.4
CRP SETTLING TANK	70-72	118.4
DIESEL GENERATOR STORAGE TANK	72-74	118.4
DIESEL GENERATOR SETTLING TANK	74-76	118.4
MAIN ENGINE SETTLING TANK	76-81	296.0
MAIN ENGINE STORAGE TANK	81-86	296.0
LUBE OIL TANK TOTAL		**1,345.2**

COMPARTMENT	Frames	Barrels (100%)
WATER BALLAST TANKS - W.B.T.		
FORE PEAK	0-18	1,956.6
NO. 1 DEEP TANK	18-22	6,225.6
NO. 2 BALLAST TANK (P)	28-31	3,274.4
NO. 2 BALLAST TANK (S)	28-31	3,274.4
PUMP ROOM BALLAST TANK	33-39	2,407.9
NO. 4 BALLAST TANK (P)	35-37	3,972.2
NO. 4 BALLAST TANK (S)	35-37	3,972.2
NO. 6 BALLAST TANK (P)	39-43	8,852.9
NO. 6 BALLAST TANK (S)	39-43	8,852.9
NO. 8 BALLAST TANK (P)	47-51	8,987.1
NO. 8 BALLAST TANK (S)	47-51	8,987.1
AFT BALLAST TANK	110-119	1,419.0
AFT PEAK	119-152	7,321.9
WATER BALLAST TANK TOTAL		**69,504.2**
FRESH WATER TANKS - F.W.T.		
POTABLE WATER FWD	73-80	292.0
POTABLE WATER AFT	80-91	447.7
RES. FEED WATER	88-91	142.8
CARGO POTABLE WATER (P)	102-120	1,237.9
CARGO POTABLE WATER (S)	102-120	1,237.9
CARGO FEED WATER (P)	107-110	1,154
CARGO FEED WATER (S)	107-110	1,154
FRESH WATER TANK TOTAL		**5,666.3**

RESPONSE RESOURCE CALCULATION

T-AO 187 CLASS LOA (FT) 677.4

Worst Case Discharge Planning Volumes
OPA GROUP 1 Emulsification Factor 1.0

Base Volume	**177,220** Barrels

Recovery Planning Volumes (Barrels)

Geographic Area:	On Water Recovery	Shoreline Removal		On Water Recovery Resource Requirements (Barrels/Day Capacity) Tier 1*	Tier 2	Tier 3
Rivers/Canals	17,722	17,722	Required	5,317	7,089	10,633
			Contracted	1,500	3,000	6,000
			Additional Identified	3,817	4,089	0
					Tier 2	Tier 3
Nearshore/Inland	35,444	17,722	Required	207	8,861	14,178
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0
					Tier 2	Tier 3
Offshore	8,861	No planning required	Required	35	1,462	1,861
			Contract Cap	10,000	20,000	
			Additional Identified	0	0	0
					Tier 2	Tier 3
Open Ocean	100% Natural Dissipation	No planning required	Required	0	0	0
			Contract Cap	10,000	20,000	40,000
			Additional Identified	0	0	0

*Resources identified for Tier 1 must be mobilized and en route to the scene within 2 hours of notification.

Response Times:	**Tier 1**	**Tier 2**	**Tier 3**	
Higher Volume Port Area	12 Hrs	36 Hrs	60 Hrs	
Great Lakes	18 Hrs	42 Hrs	66 Hrs	
All Other	24 Hrs	48 Hrs	72 Hrs	
Open Ocean	24+ Hrs	48+ Hrs	72+ Hrs	(Plus travel time from shore at 5 knots)

RESPONSE RESOURCE CALCULATION

T-AO 187 CLASS

Average Most Probable Discharge Planning Calculation
(A discharge of 50 barrels during oil transfer operations)

Planning Volume	**50** Barrels

Required Resources	Time	Required Amount
Boom	1 hour	Length of boom equal to 2X the length of the largest vessel involved in the transfer. 1354.8 feet minimum for this vessel.
Recovery Devices	2 hours	50 barrels pumping capacity
Storage Capacity	2 hours	100 barrels storage capacity (2X the recovery capacity)

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Maximum Most Probable Discharge Planning Calculation
(A discharge of the lesser of: 10% of the vessel's cargo capacity or 2,500 barrels)

Planning Volume	**2,500** Barrels

Required Resources

Recovery Capacity:	1,250 barrels per day (50% of the planning volume)
Storage Capacity:	2,500 barrels storage capacity (2X the recovery capacity)
Boom:	Sufficient for the collection/containment of 50% of the planning volume

Geographic Area	Response Times
Higher Volume Port Areas and the Great Lakes	Within 12 hours of discovery of discharge.
River/Nearshore/Offshore	Within 24 hours of discovery of discharge.
Open Ocean	24 hours + travel time from shore at 5 knots.

T-AO 187 CLASS

APPENDIX D

SUBSTANCE SPILL EMERGENCY RESPONSE TEAM (SAMPLE)

RATE	NAME	ASSIGNMENT
Master		In Charge
First Officer		On Scene Leader (OSL)
Chief Engineer		Standby to provide personnel
Watch Engineer		Assist Chief Engineer/Cargo Engineer
Cargo Officer		Assist 1st Officer
Medical Officer		Personnel Safety Advisor
Watch Officer		Assist OSL as directed
UNREP Boatswain		Team #1 Leader
Ships Boatswain		Team #2 Leader
Boatswain Mate		Rhib Boat
Boatswain Mate		Rig Emergency Fuel Boom
Boatswain Mate		Team# 1 Pump
Boatswain Mate		Team #2 Pump
Boatswain Mate		Launch Rhib Boat
Supply Officer		Issue clean-up gear
YNSK		Assist Supply Officer
YNSK		Assist Supply Officer
YNSK		Assist Supply Officer
YNSK		Assist Supply Officer
Able Seaman (D)		Team # 1 Assist as directed
Able Seaman (D)		Team # 1 Assist as directed
Able Seaman (D)		Team # 1 Assist as directed
Able Seaman (D)		Team # 2 Assist as directed
Able Seaman (D)		Team # 2 Assist as directed
Able Seaman (D)		Team # 2 Assist as directed
Able Seaman (D)		Rhib Boat Crew
DEMACH		Rhib Boat Crew
DEMACH		Assist OSL

OICMILDEPT will report to the bridge to assist the Master with drafting messages and making voice notifications.

SUBSTANCE SPILL EMERGENCY RESPONSE TEAM (SAMPLE)

RATE	NAME	ASSIGNMENT

APPENDIX E

OIL TRANSFER PROCEDURES

Ensure that the crew understands the cargo handling requirements described in 46 CFR 35.35, and the ship's specific cargo transfer procedures.

Preparation:

The First Officer should review and update the specific transfer procedures for the ship, and ensure they are in accordance with the requirements listed here.

From 46 CFR 35.35, Cargo Handling:

1) The senior deck officer on duty shall ensure that a sufficient number of the crew shall be on duty to perform cargo transfer operations.

2) The senior deck officer on duty shall see that all scuppers are properly plugged during transfer operations, except on tank vessels using water for deck cooling.

3) Sea valves shall be closed and lashed, or sealed to indicate that they should not be open during cargo operations. Under no circumstances shall those valves be secured by locks.

4) Movement of the ship during cargo transfer operations shall be taken into account. Suitable material shall be used in joints and couplings to insure that connections are tight. A bolted flanged coupling must have no less than four bolts, under any circumstances.

5) When cargo connections are supported by ship's tackle, the senior deck officer on duty shall determine the weights involved in order to insure that sufficient tackles are used.

6) Pans or buckets shall be placed under cargo hose connections on the tank vessel.

Prior to the transfer of cargo, the senior deck officer on duty shall inspect the vessel to assure himself that the following conditions exist (Declaration of Inspection, 46CFR 35.35-30):

1) Are warnings displayed as required?

2) Is there any repair work in way of cargo spaces being carried out for which permission has not been given?

3) Have cargo connections been properly made (see 4 and 5 above) and are cargo valves set?

4) Have all cargo connections been made to the vessel's pipeline (cargo main), and not through an open-end hose led through a hatch?

5) Are there any fires or open flames present on the deck, or in any compartment which is located on, open, or adjacent to or facing that part of the deck on which the cargo connections have been made?

6) Has the shore terminal or other tank vessel concerned reported itself in readiness for transfer of cargo?

7) Are all sea valves connected to the cargo piping system closed?

8) If grades A, B, and C cargoes are being loaded, has an inspection been made to determine whether galley and boiler fires can be maintained with reasonable safety?

9) If grades A, B and C cargoes are being loaded, has an inspection been made to determine whether smoking may be permitted with reasonable safety in areas other than the weather deck?

10) If smoking is to be permitted, have those areas been designated?

11) Is the inert gas system being operated to maintain an inert atmosphere in the cargo tanks?

If a transfer operation includes the collection of cargo vapor from a vessel's cargo tanks through a vapor control system not located on the vessel, the Declaration of Inspection must include the following as an appendix:

1) Is each part of the vapor collection system aligned to allow vapor to flow to the facility vapor connection or, if lightering, to the other vessel?

2) Are the vapor collection hoses or arms connected to the vessel's vapor collection connection?

3) Are the vessel and facility vapor connections electrically isolated?

4) Have the initial transfer rate and the maximum transfer rate been determined?

5) Have the maximum and minimum operating pressures at the facility vapor connection, or vessel vapor connection, if lightering, been determined?

6) Have all alarms (high level and overfill protection, and vapor collection system oxygen content alarms) been tested within 24 hours prior to the start of transfer operations and found to be operating properly?

7) Is each vapor recovery hose free of loose covers, kinks, bulges, soft spots, or any other defect which would permit the discharge of vapors through the hose material, and gouges, cuts, or slashes that penetrate the first layer of hose reinforcement?

8) Has the oxygen concentration of all inerted cargo tanks been verified to be 8 percent or less?

The senior deck officer on duty shall control the transfer operation as follows:

1) Supervise the operation of cargo system valves.

2) Start transfer of cargo slowly.

3) Observe cargo connections for leakage.

4) Observe operating pressure on cargo system.

5) Observe rate of loading for the purpose of avoiding overflow of tanks.

Cargo transfer operations shall be stopped:

1) During severe electrical storms.

2) If a fire occurs on the wharf, on the tanker, or in the vicinity.

GENERAL OIL TRANSFER PROCEDURES

1. The licensed deck officer on watch will be designated the "Person in Charge," under the direction and responsibility of the Chief Officer.

2. The Chief Officer, under the direction and responsibility of the Master, shall ensure that the designated "Person in Charge" is qualified and that he is instructed in the vessel's transfer equipment and emergency shutdown procedures.

3. A pre-transfer conference will be held with the "Person in Charge" of the shore facility. Execute the Declaration of Inspection, agree on tank/product sequence, transfer rate, communications, and procedure to be followed in the event of an emergency.

4. Each crewmember engaged in the oil transfer operation shall familiarize himself with the line diagram of the vessel's piping, pumps, valves, etc.

5. Every licensed deck officer, prior to going on watch on deck, shall sign the Declaration of Inspection noting time and date, and shall also sign the loading/discharging orders.

6. Prior to pumping, permission will be requested from the Master. Before commencing any oil transfer, the First Officer, and officer on watch, shall assure themselves that all valves are properly set, sea suctions closed and sealed, manifolds blanked except where hoses are connected, drains closed, ullage screens in, scupper plugs in and tight, warning signs posted, bravo flag up, vessel moored properly and all USCG regulations observed. Frequent inspections of these items shall be conducted throughout the cargo transfer operation. Overboard lookouts to be posted to watch for any spillage or discharges.

IF OIL FROM AN UNKNOWN SOURCE IS SIGHTED, STOP PUMPING IMMEDIATELY AND FIND OUT WHERE IT IS COMING FROM!

7. All fuel oil transfers shall be performed during daylight hours or with adequate lighting.

8. Each relieving deck officer shall be instructed in the transfer operation by the officer being relieved, and the relieving officer must sign the Declaration of Inspection. This applies to Port Relief Officers also.

9. Prior to transfer of fuel oil, the Chief Engineer will ascertain that the transfer pump overboard valve(s) are closed and sealed.

10. Deck watch officer to be notified of pending transfer and times of starting and completion.

11. Each officer shall assign his men to their various duties such as handling valves, checking tank ullages, checking mooring lines to make sure that vessel is properly secured and that cargo hoses have sufficient slack.

12. All crewmen on watch shall be instructed in the use of the emergency shutdown station and also are to be in constant contact with the officer in charge.

13. The Watch Engineer and pumpman shall open necessary tank suction valves as specified by the First Officer and shall unlock and open discharge valve to ship's bunker tanks to be filled, and ensure that all other valves in the system are closed.

14. When topping off a cargo tank; the officer shall watch the tank ullage of the tank or tanks being filled and ensure that transfer to other tanks will proceed smoothly. Constant vigilance is essential!

15. When a tank is topped off, the officer on watch must ensure that no more cargo is going into that tank due to leaking or slightly open valves. Upon completion of bunkering, the transfer pump shall be secured and all valves of the system returned to a closed and/or locked position and the deck Watch Officer notified that pumping is completed.

16. When loading cargo, the officer on watch shall ensure that a slack tank is available for use as an overflow tank.

17. Frequent inspections must be made over the side to detect any possible leakage into the water, so prompt action may be taken to reduce pollution.

18. Frequent rounds of the pumproom are a necessity during both discharging and loading operations, and the officer on watch shall see that this is done to avoid fires or flooding of the pumproom.

19. In case of an oil spill, shut down all cargo operations. If from an overflowing cargo tank, gravitate into a slack tank on the same system. Notify terminal immediately so that cleanup operations in the water can be taken care of immediately, and follow the notification procedures in the contingency plan. Activate the Spill Emergency Response Team and ensure containment of the spill. If spill is contained on deck, pump recoverable oil into designated tank and clean remainder from deck surfaces prior to resuming transfer operations.

20. Whenever an officer is on deck during loading or discharging operations, and is in doubt about the transfer operations, he should shut down immediately and notify Chief Mate or Master. This includes proximity of lightning, a fire on the vessel or in the vicinity.

APPENDIX F

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT

Cage	Item Description	COG	Stock Number	Column 1	Column 2	
	Spill Containment Material					
58536	Sorbent Sweep (18" x 100' bale)	9G	9330-01-281-4608	8 ea	16 ea	
50378	Sorbent Sheet (18"x18" - 100 sheet/bale)	9G	9330-01-219-7414	1 be	2 be	
OBJ93	Oil & Water Absorbent (20/bx)	9Q	7930-01-353-6414	1 bx	1 bx	
OBJ93	Sorbent Sox (15/bx)	9Q	7930-01-353-6415	1 bx	1 bx	
18078	Decontaminating Agent (15lb/cn)	9G	6850-01-230-8556	1 cn	2 cn	
3347	Steel Drum (30 gal)	9Z	8110-00-866-1728	2 ea	4 ea	
51545	Plastic Bags (100/bx)	9Q	8105-01-183-9764	2 bx	2 bx	
39428	Scrub Brush	9Q	7920-00-282-2470	12 ea	12 ea	
83421	Brush Handle	9Q	7920-00-141-5452	6 ea	12 ea	
80244	Rubber Dustpan	9Q	7920-00-616-0109	6 ea	12 ea	
OBJ93	Squeegee	9Q	7920-00-224-8339	6 ea	12 ea	
64067	Tongs	9Q	7330-00-616-0998	3 ea	6 ea	
76381	Sealing Tape	9Q	7510-01-362-7043	1 ro	2 ro	
	Personal Protective Equipment (PPE)					
4N228	Disposable Coveralls, Large (6/cs) (Saranex Coated)	9D	8415-01-415-7450	1 cs	2 cs	(R
4N228	Disposable Coveralls, Medium (6/cs) (Saranex Coated)	9D	8415-01-415-7451	1 cs	2 cs	(R
4M340	Coveralls, Medium (Tyvek Coated)	9D	8415-00-601-0794	6 ea	12 ea	(R
4M340	Coveralls, Large (Tyvek Coated)	9D	8415-00-601-0797	6 ea	12 ea	(R
91019	Toxicological Gloves	9D	8415-00-753-6553	3 pr	6 pr	
OR8U2	Chemical & Oil Gloves (Sz 10)	9D	8415-01-013-7382	12 pr	24 pr	
4687	Surgeon's Gloves (50/pkg)	9M	6515-01-149-8841	1 pkg	2 pkg	
39428	Air Filtering Mask (20/bx)	9G	4240-01-246-0314	1 bx	1 bx	
50378	Air Filtering Respirator (12/bx)	9G	4240-01-300-9411	1 bx	1 bx	
55799	Air Filtering Respirator	9G	4240-01-022-8501	6 ea	12 ea	

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT

	Item Name		Stock Number	Column 1	Column 2
	Personal Protective Equipment (PPE) (Cont'd)				
55799	Air Filtering Respirator Cartridge, Organic Vapor/Acid (10/bx)	9G	4240-01-103-8475	2 bx	4 bx
55799	Air Filtering Respirator Cartridge, Organic Vapor (10/bx)	9G	4240-01-230-6892	2 bx	4 bx
55799	Chemical Goggles	9G	4240-00-190-6432	12 pr	24 pr
	Accessories				
OP6LO	Medical Locker	9G	2090-00-368-4795	2 ea	4 ea
ODX96	Accessories Storage Box	9C	2540-00-348-7792	2 ea	4 ea
22527	Blue Litmus Paper (100/bx)	9L	6640-00-290-0146	1 bx	1 bx
8T740	Guide for Hazardous Material Incidents, Emergency Response Handbook	9G	7610-01-350-5837	1 ea	1 ea
	Non-Regulated Hazardous Material (Spill Residue) Label		MSC 4400/5 (10/970	1 pkg	1 pkg
OJOH2	* Tending Line (50 ft)	9Q	4020-00-968-1350	1 rl	1 rl
	* Snap Hook	9Z	5340-00-275-4584	8 ea	16 ea
	Notes/Remarks				
	* Tending Line will be fabricated locally				

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

	Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
	Sorbent Sweep (18" x 100 ft/bale)	9G 9330-01-281-4608	8 ea	$41.05	$328.40	16 ea	$656.80	58536	M & I Supply Co PO Box 1127 Alpharetta GA 30009-1127 770-475-3877	P/N EA 1800
	Sorbent Sheet (18" x 18 " - 100 sheets/bale)	9G 9330-01-219-7414	1 bale	$25.35	$25.35	2 bales	$50.70	50378	Minnesota Mining & Mfg Co Occupational Health & 3M Center Saint Paul MN 55144-1000 612-737-4114	P/N T-156
	Oil & Water Absorbent (20/bx)	9Q 7930-01-353-6414	1 bx	$79.80	$79.80	1 bx	$79.80	OBJ93	Upwright Inc 10665 Kahlmeyer Dr Saint Louis MO 63132 314-961-3711	P/N 640 / W0100
	Sorbent Sox (15/bx)	9Q 7930-01-353-6415	1 bx	$34.53	$34.53	1 bx	$34.53	OBJ93	Upwright Inc 10665 Kahlmeyer Dr Saint Louis MO 63132 314-961-3711	P/N 600 / W0050
R)	Disposable Coveralls, Large (6/cs) (Saranex Coated)	9D 8415-01-415-7450	1 cs	$305.74	$305.74	2 cs	$611.48	4N228	Kappler USA Inc 70 Grimes Dr Guntersville AL 35976-9480 205-505-4000	P/N 3T 434 (L)
R)	Disposable Coveralls, Medium (6/cs (Saranex Coated))	9D 8415-01-415-7451	1 cs	$305.74	$305.74	2 cs	$611.48	4N228	Kappler USA Inc 70 Grimes Dr Guntersville AL 35976-9480 256-505-4000	P/N 3T 434 (M)
R)	Coveralls, Medium (Tyvek Coated)	9D 8415-00-601-0794	12 ea	$54.60	$54.60	24 ea	$109.20	64067	A&E Manufacturing Co. 5501 21st ST Racine WI 53406-5046	MIL-C-29133(M)
R)	Coveralls, Large (Tyvek Coated)	9D 8415-00-601-0797	6 ea	$27.30	$54.60	12 ea	$54.60	64067	A&E Manufacturing Co. 5501 21st ST Racine WI 53406-5046	MIL-C-29133(L)

- Column 1 applies to T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Protective Apron (Butyl Coated)	9D 8415-00-281-7815	6 ea	$56.90	$4,746.00	12 ea	$9,492.00	4M340	Harris Mfg Co 550 W Ingham Ave Trenton NJ 08638 609-393-4000	Use MILSPEC MIL-C-2334
Toxicological Gloves	9D 8415-00-753-6553	3 pr	$12.10	$36.30	6 pr	$72.60	91019	North Safety Products PO Box 70729 Charleston SC 29415 800-456-8315	P/N B 324
Chemical & Oil Gloves (Size 10)	9D 8415-01-013-7382	12 pr	$2.00	$24.00	24 pr	$48.00	OR8U2	Montgomery Safety Products 592 W Chestnut St /PO Box 1057 Coshotton OH 614-622-1376	P/N 1715 F
Surgeons Gloves (50/pkg)	9M 6515-01-149-8841	1 pkg	$21.30	$21.30	2 pkg	$42.60	4687	Baxter HealthCare Corp, Gov't Sales 1210 Waukegan Rd Waukegan IL 60085 847-578-9500	P/N 2D7154 / Triflex
Air Filtering Mask (20/bx)	9G 4240-01-246-0314	1 bx	$11.44	$11.44	1 bx	$11.44	39428	McMaster-Carr Supply Co 600 Country Line Rd Elmhurst IL 60126 630-833-0300	P/N 55795T1
" "	" "	"	"	"	"	"	83421	National Industries for the Blind 1901 N Beauregard St, Suite 200 Alexandria VA 22311 703-998-0770	P/N Same as NSN
Air Filtering Respirator (12/bx)	9G 4240-01-309-9411	1 bx	$132.76	$132.76	1 bx	$132.76	50378	Minnesota Mining & Mfg Co Occupational Health & 3M Center Saint Paul MN 55144-1000 612-737-4114	P/N 8710-20
Air Filtering Respirator	9G 4240-01-022-8501	6 ea	$13.05	$78.30	12 ea	$156.60	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15116 412-733-9100	P/N 460968
Air Filtering Respirator Cartridge, organic vapor/acid (10/bx)	9G 4240-01-103-8475	2 bx	$30.66	$61.32	4 bx	$122.64	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15116 412-733-9100	P/N 464046

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Air Filtering Respirator Cartridge, organic vapor (10/bx)	9G 4240-01-230-6892	2 bx	$26.23	$52.46	4 bx	$104.92	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15116 412-733-9100	P/N 464031
Chemical Goggles	9G 4240-00-190-6432	12 pr	$1.58	$18.96	24 pr	$37.92	55799	Mine Safety Appliances Co 1901 William Flynn Hwy Glennshaw PA 15116 412-733-9100	P/N 791079
Decontaminating Agent (15 lb/cn)	9G 6850-01-230-8556	1 cn	$32.98	$32.98	2 cn	$65.96	18078	Acton Technologies 100 Thompson St Pittston PA 18640-0726 717-654-0612	P/N HGXDECON-TAMINANT
Medical Locker	9G 2090-00-368-4795	2 ea	$171.36	$342.72	4 ea	$685.44	OP6LO	York Mfg 10928 Wheatlands Ave SanTee CA 92071 619-596-0222	P/N YMI 4795
Accessories Storage Box	9C 2540-00-348-7792	2 ea	$157.08	$314.16	4 ea	$628.32	ODX96	Customs Mfg 606 Delco Dr Clinton WI 53525 608-676-2282	Use NSN
Non-Regulated Hazardous Material (Spill Residue) Label (25/pkg)	MSC Form 4400/5 (10/97)	1 pkg	N/C	N/C	1 pkg	N/C		MSC Local Form	MSC 4400/5 (10/97)
Blue Litmus Paper (100/bx)	9L 6640-00-290-0146	1 bx	$21.96	$21.96	1 bx	$21.96	22527	Fisher Scientific Co 585 Alpha Dr Pittsburgh PA 15238-2911 800-395-5442	P/N 14-844
Guide for Hazardous Material Incidents, Emergency Response Handbook	9G 7610-01-350-5837	1 ea	$7.65	$7.65	1 ea	$7.65	8T740	JJ Keller 3003 W Breezewood Ln Neenah WI 54957-0368 800-327-6868	P/N FA-3-ORS-6

- Column 1 applies to T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Steel Drum (30 gal)	9Z 8110-00-866-1728	1 ea	$42.09	$42.09	2 ea	$84.18	3347	OT Trans Industries Inc 2767 Hereford Rd Melbourne FL 32935 407-259-9880	P/N CQ 3005
Plastic Bags (100/bx)	9Q 8105-01-183-9764	2 bx	$24.79	$49.58	4 bx	$99.16	51545	Mobil Chemical Co, Plastics Div 1150 E Pittsford-Victor Rd Pittsford NY 14534-3897	P/N PG1-6030
Scrub Brush	9Q 7920-00-282-2470	12 ea	$2.89	$34.68	24 ea	$69.36	39428	McMaster-Carr Supply Co 600 Country Line Rd Elmhurst IL 60126-2034 708-834-9600	P/N 7175T14
Rubber Dustpan	9Q 7290-00-616-0109	6 ea	$2.25	$13.50	12 ea	$27.00	80244	GSA/Federal Supply Service 1941Jefferson Davis Hwy, CM4 Washington DC 20406 703-305-7510	P/N A-A-300 TY1
Brush Handle	9Q 7920-00-141-5452	6 ea	$2.45	$14.70	12 ea	$29.40	83421	National Industries for the Blind 1901 N Beuregard St, Suite 200 Alexandria VA 22311 703-998-0770	P/N Same as NSN
Squeegee	9Q 7920-00-224-8339	6 ea	$9.57	$57.42	12 ea	$114.84	OBJ93	Nat'l Industries for the Severely Handicapped 225 Cedar Ln Vienna VA 22180-5242 703-560-6800	P/N Same as NSN
Sealing Tape	9Q 7510-01-362-7043	1 roll	$19.25	$19.25	2 rolls	$38.50	76381	Minnesota Mining & Mfg Co Occupational Health & 3M Center Saint Paul MN 55144-1000 612-737-4114	P/N 483
Tongs	9Q 7330-00-616-0998	3 ea	$1.75	$5.25	6 ea	$10.50	64067	Nat'l Industries for the Severely Handicapped 225 Cedar Ln Vienna VA 22180-5242 703-560-6800	P/N Same as NSN

- Column 1 applies to T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

MSC OIL AND HAZARDOUS SUBSTANCES (OHS) SPILL RESPONSE KIT; LIST OF SOURCES

Item Description	Stock Number	Column 1	Unit Price	Extended Price	Column 2	Extended Price	Mfg Cage	Source (Name, address & phone number)	Order Number
Tending Line, 50 ft (U/I contains 600 ft)	9Q 4020-00-968-1350	1 roll	$14.25	$14.25	1 roll	$14.25	OJOH2	C & S Industrial Supply PO Box 5 Cuthbert GA 31740 912-732-5660	Use NSN / MILSPEC
Snap Hook	9Z 5340-00-275-4584	8 ea	$1.78	$14.24	16 ea	$28.48		Item Manager; S9I	Use NSN

- Column 1 applies to T-ATF, T-AG, T-AGS, T-AGOR, T-AK, T-AGOS and T-ARC class ships
- Column 2 applies to T-AO, T-AFS, T-AGM, T-AE, T-AKR and T-AH class ships

APPENDIX G

OIL SPILL PREVENTION AND MITIGATION JOURNAL

VESSEL NAME _____

DATE	TYPE*		INSTRUCTOR

*** Type of drill**

1. **PRE-LOADING**
2. **CREW TURNOVER**
3. **MONTHLY**
4. **SEMIANNUAL**
5. **ANNUAL**
6. **OTHER** ***(describe under "Training Conducted")***

Page ___ of ____

APPENDIX H

ESTIMATING OIL SPILL MOVEMENT AND VOLUME

1. Oil slicks move under the influence of wind and current. Wind is a prominent factor on open water. A slick usually moves at a speed of 2 - 4 percent of the wind velocity and, in the northern hemisphere, slightly to the right of the direction in which the wind is blowing. In the absence of wind, and in places such as rivers, currents will control the slick's movement.

2. A rough estimate of the volume of oil on the water can be made from the appearance of the slick. The following can be used to roughly estimate spill quantity:

STANDARD TERM	GALLONS OF OIL PER SQUARE MILE	APPEARANCE
Barely visible	0 - 25	Barely visible under favorable light
Silvery	50	Silvery sheen
Faint colors	100	Slightly colored sheen
Brightly colored	200	Slightly colored bands
Dull	600	Dull brown
Dark	1,300	Dark brown

NOTE: A 1-inch thickness of oil equals 5.61 gallons per square yard or 17,378,709 gallons per square mile.